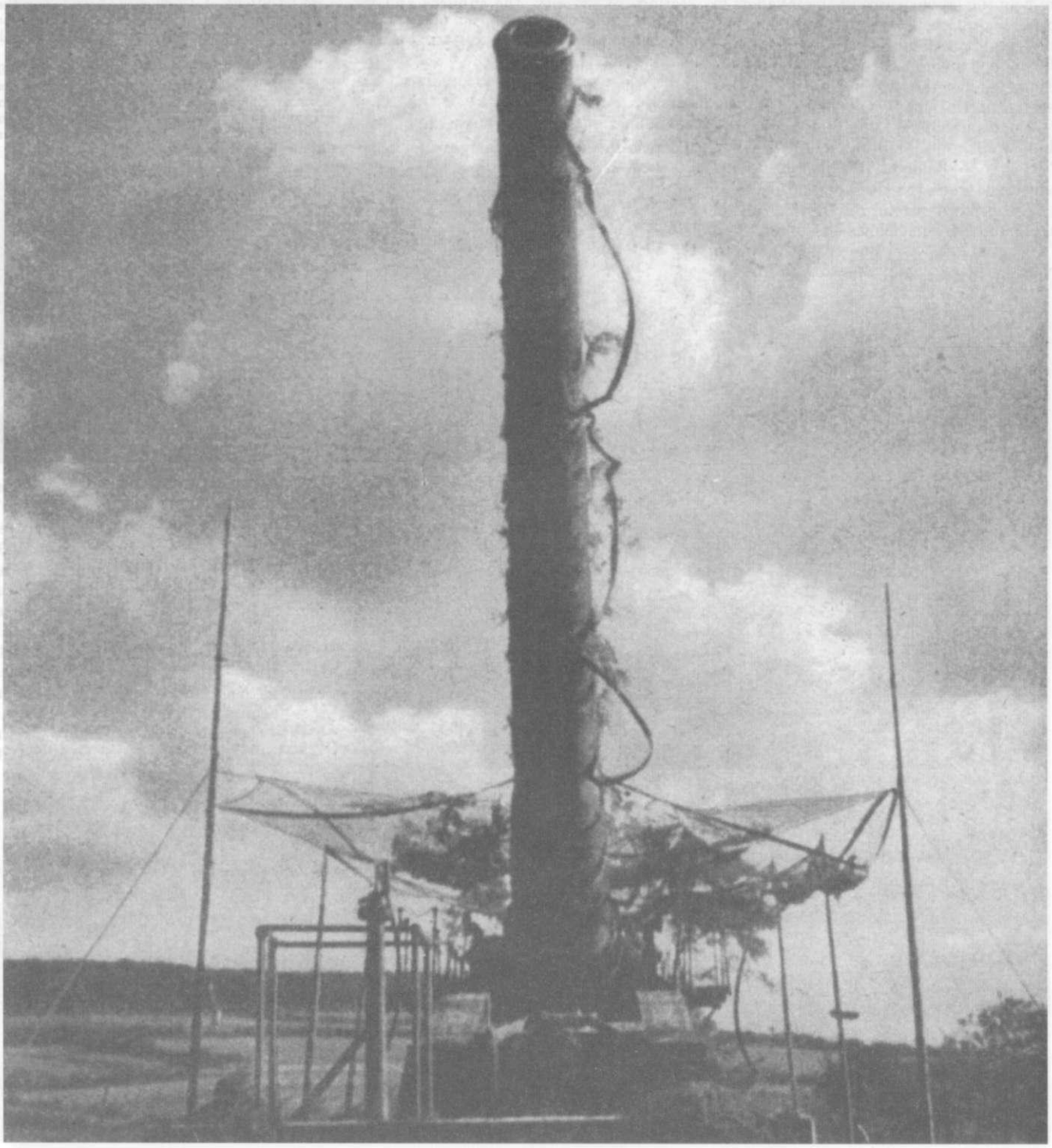
The War Illustrated

Vol. 1 A Permanent Picture Record of the Second Great War No. 7



Some very big guns are employed by the French army in the artillery duels that are constantly taking place on the Western Front. This huge piece of artillery, so cleverly camouflaged that from the air it might appear to be a tree trunk, is in action near Strasbourg, pounding the Siegfried Line, which from Basle to Karlsruhe lies on the right bank of the Rhine.

Photo, Central Press, British Movietone News

Poland Under the Heel of the Conqueror

Little more than a month after the first act of war, the Fuehrer of the Nazi Reich entered Poland's capital as a conqueror. At almost the same hour the last of the scattered outposts of Polish resistance hoisted the white flag of surrender.

On October 5, while the smoke was still rising from the ruins of the city so terribly ravaged by his bombers and artillery, the Fuehrer made his triumphal entry into Warsaw. For some days before men and women of the civilian population had been conscripted to help the labour corps of the invaders in cleaning up the place. The streets had been swept, the debris piled in heaps, and the more dangerous structures demolished. Nazi taskmasters had also seen to it that such inscriptions as "Death to the German invaders," scribbled on the bare walls, were obliterated, and others—"Death to Poland," for instance—substituted. Then the Gestapo had made, of course, a most careful round-up of all the dangerous or suspicious elements.

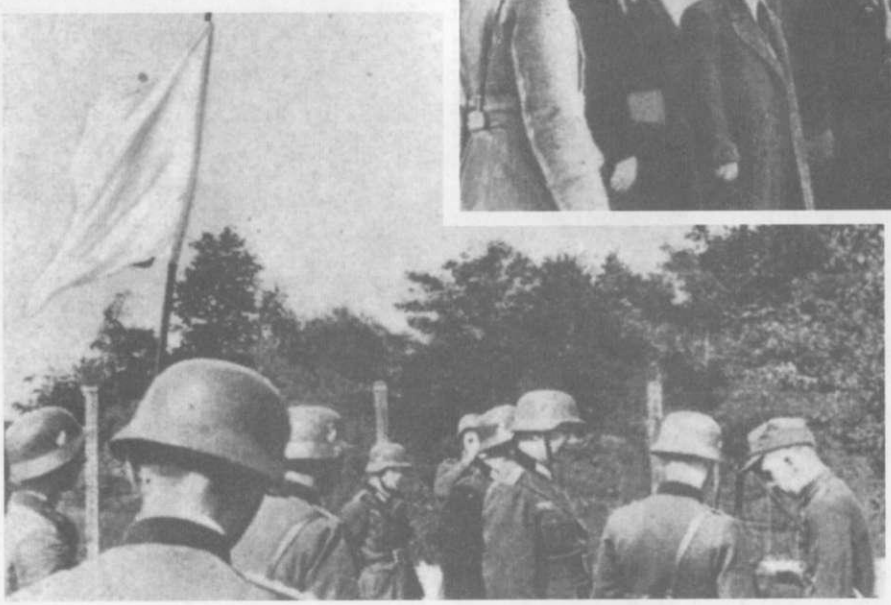
The Fuehrer travelled from Berlin to Warsaw by air, and after inspecting the guard of honour at the air-port he drove into the city to the Plac Wolnosci, situated in the diplomatic quarter. The immediate neighbourhood was decorated with green garlands, and there was little to remind the conqueror of the havoc that the siege had wrought. From those sections of the city, the suburbs and the business quarter, where the destruction had been most terrible, the parade was carefully shepherded.

At the close of the proceedings, the Fuehrer issued an Order of the Day, thanking the troops which had been engaged in the Polish conquest. It read:

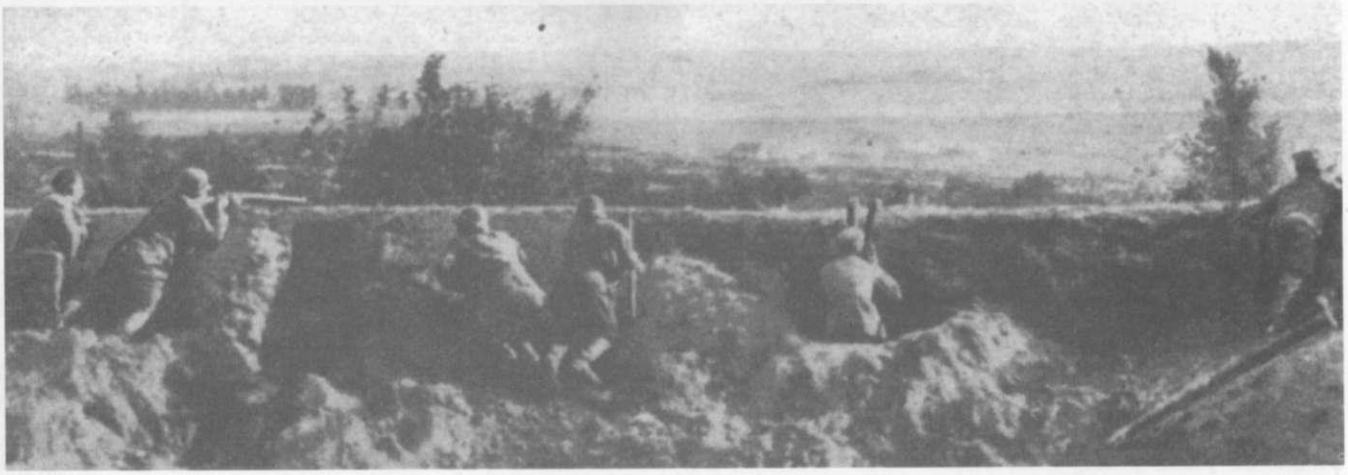
"On September 1 you fell into line, in compliance with my orders, to protect our Reich against the Polish attack. In exemplary comradeship between army, air force and navy you have fulfilled your task. You have fought courageously and valiantly.

"Today I was able to greet the troops that have participated in the conquest of Warsaw. This day concludes a combat in keeping with the best traditions of German soldiery. Together with me the German people proudly thank you. In unshakable confidence the nation again looks to its armed forces and its leaders.

"We remember our dead who, like the 2,000,000 dead of the Great War, sacrificed their lives that Germany might live. Under banners fluttering in proud joy everywhere in Germany we stand together more closely than ever and are tightening our helmet bands. . . ."



In his speech in the Reichstag the next day, Hitler announced that Germany's losses in the Polish campaign had been 10,572 killed, 30,322 wounded, and 3,400 missing. "With the fall of the fortresses of Warsaw and Modlin," the Fuehrer went on, "and the surrender of Hela, the Polish campaign is ended." The result of the struggle had been the complete destruction of all the Polish armies. "Now," he added, "694,000 prisoners have begun to march towards Berlin." A little later he paid a tribute to the German navy which had carried out its



Incidents in the tragedy of the surrender of Warsaw are shown in the three photographs above. Top photograph, General Blaskowitz, commander of the Nazi forces that took the city, is giving instructions to a Polish general. Centre, Polish representatives are receiving the conditions of surrender after the white flag had been hoisted over the city. In the bottom picture Nazi riflemen, occupying a point of vantage near the capital, are picking off stragglers of the Polish army as they leave the doomed city.

Photos, Keystone and Wide World

Nazi Guns in Stricken Warsaw's Ruined Streets

Through an archway giving on a street in Warsaw we have a vision of what war means to a conquered people. Nazi field artillery entering the city is passing a house that was so badly damaged during the aerial bombardment that only the shell remains. A couple of passers-by stand in front of this relic of relentless warfare against civilians, and watch with apparent indifference a march past meant as an impressive military demonstration to overawe the conquered city.

Photo, Associated Press

The Warsaw garrison fought to the last, and here they have put up one of those street barricades that represent the forlorn hope of defenders. But the doom of the city is already sealed, for against the sky clouds of smoke can be seen rising from fires caused by incendiary bombs.

duties in the "battles" around Westerplatte, Gdynia, Oxhoetf, and Hela.

Shortly before, the German High Command had announced the surrender of the last remnant of the Polish Army—a little force of some 8,000 men who had held out at Kock, east of Deblin, to the south-east of Warsaw, under General Kleber.

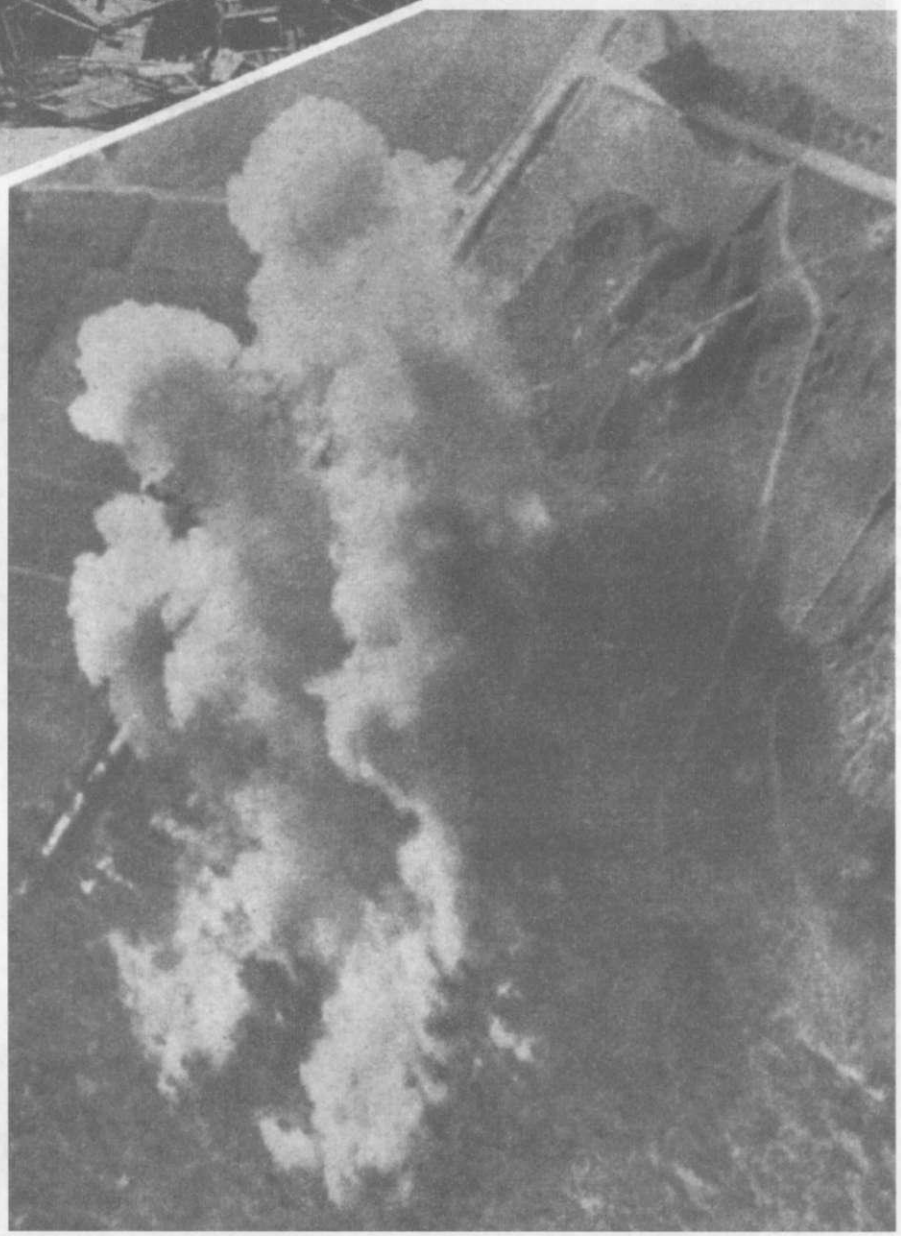
While the carefully-groomed German soldiers were goose-stepping in triumph past the Fuehrer, in another quarter of Warsaw troops of the disarmed garrison were still trudging on their way to the prison camps. A little more than a month before, the city they were leaving had been their country's pride, the home of a million people. Now it was half destroyed; its streets were strewn with the rubbish of its palaces and humble homes alike; many of its great buildings were little more than shells, smoke-blackened and bomb-shattered; great numbers of its people had suffered a terrible death.

Through the ruined streets, as soon as dark fell, prowled bands of looters. The worst of the plunderers, indeed, did not have to wait till nightfall, for in their rapine they were acting under the orders of the conquerors, breaking open the closed homes and shuttered shops, and stealing from them valuable furniture, paintings and bric-à-brac to be dispatched to the Reich as spoils of war.

There were strange tales of members of the Warsaw underworld having been patronized by the Nazi conquerors—of being fed and clothed with the good things torn from those who until a few days before had been set high above them in the social scale.

Such Robin Hood tactics, however, did little to ingratiate the conquerors with the conquered, and the bad feeling was intensified by the conduct of members of the German minorities in Poland, who openly gloated over the triumph of the invaders, and of the officers—many of them were very young and quite fresh to service conditions—who were creating what was described as a reign of terror in the country districts, seizing the crops and any provisions on which they could lay their hands.

Everywhere, moreover, there were the agents of the Gestapo looking for those who refused to disclose stores of food and fuel, and those suspected of still being patriotic after all their city and country had gone through.



The fortress of Modlin made a gallant stand against the Nazis, but eventually surrendered, negotiations being opened on September 27. In this photograph German bombers are making an onslaught on the position to prepare for an infantry attack. On the right of the column of smoke that rises from the bombs, is a portion of the fortress.

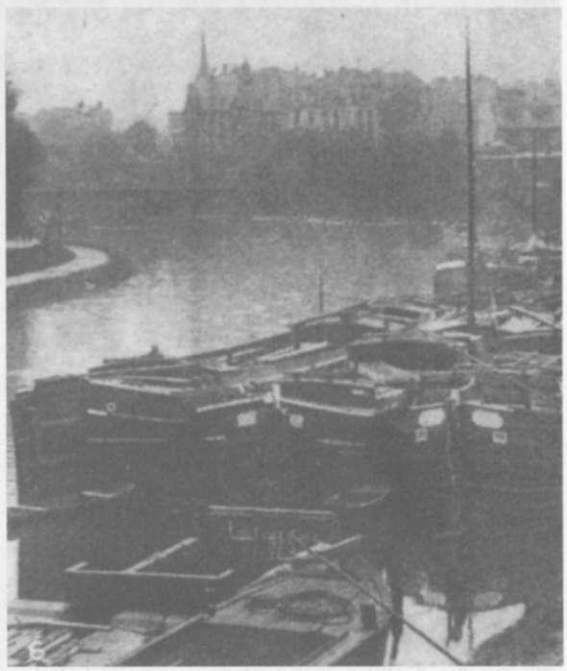
Photos, Mondiale

Sorry 'Triumph' in a City of the Dead

On October 5 Hitler visited Warsaw and watched the triumphal march of Nazi troops in the Plac Wolnosci, which by a strange irony means "Freedom Square." This photograph shows troops converging on the saluting base along the Aleja Ujazdowska, in the aristocratic quarter of Warsaw, and the one which had been least damaged by the fury of war. The streets were lined with troops, but the entire absence of civilians was an eloquent reminder that Warsaw was to them a city of the dead. In the foreground is the Three Crosses church with soldiers on the roof to guard against possible "incidents."

Photo, Associated Press

German Towns Whose Citizens Have Had to Quit



Here in this page are pictures of some of the towns in Western Germany which were evacuated following French attacks. All of them are important industrial or mining centres which the Germans can ill afford to lose. (1) Saarlouis is a coal-mining centre. (2) Pirmasens has as its chief industry the manufacture of boots and shoes. (3) Löwenthal is a mining district. The sloping shaft of a pit is seen. (4) Karlsruhe has important locomotive and rolling-stock works. (5) Puttlingen lies a few miles north of Saarbruecken, and is a mining town. (6) Saarbruecken, a coal-mining centre, was the first big German town to be menaced by the French.

Photos, Wide World, E.N.A. and G.P.A.

'A Very Curious War' in the West

Preparation rather than action continued to be the keynote of the war on the Western Front. From behind their fortified lines the two belligerents watched every move made by the enemy—watched each stroke and sought to meet it by some counter-measure.

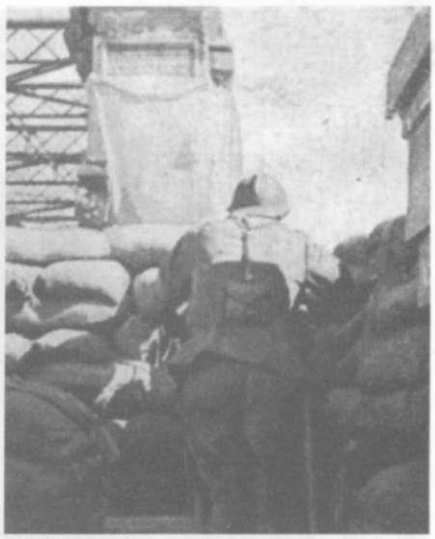
"THIS is a very curious war." The expression was often on the lips of those who remembered the conditions of 1914–1918 and compared them with those which prevailed during the first six weeks of the war of 1939. Still there was no sign of a struggle on the grand scale. Week after week went by, and still the war on the Western Front was an affair of outpost engagements, of patrols pushed out into No Man's Land, of long-range artillery duels, of aerial reconnaissances and of an occasional "dog-fight" above the lines. Only once or twice in those early weeks did French and Germans come to grips, and then there were reports of fierce fighting with the bayonet in the darkness split by the flashes of the guns.

On the whole there was little activity such as would make a good story for the newspapers. Both sides were sending out feelers in preparation for the struggle which might come tomorrow or the day after, or possibly weeks or months hence.

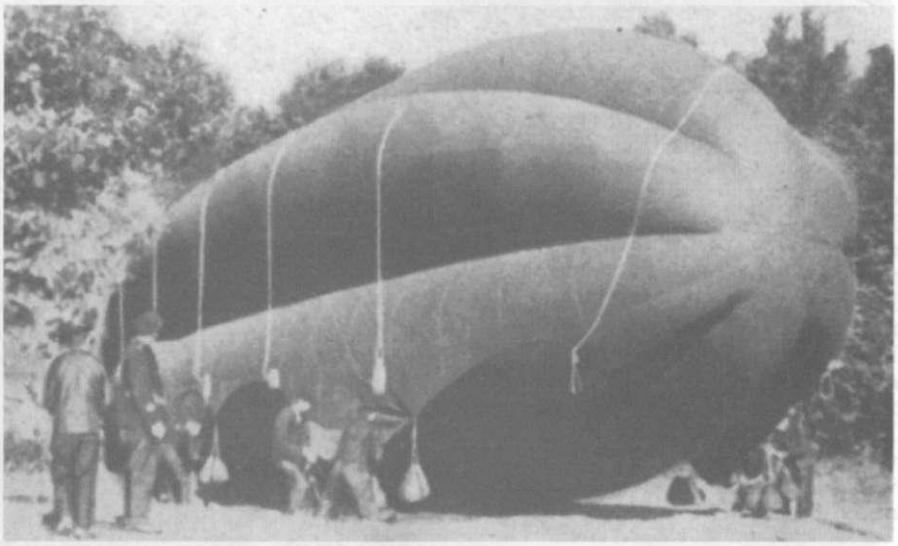
The Tale of Casualties

The fact that only small forces had been engaged was evidenced by the smallness of the casualties. Thus during the first month the German casualties in killed and wounded were estimated at about 3,000, with some 150 prisoners; while the French losses were probably smaller. In the last war such casualties might have been incurred in what the communiqués would have called a quiet day!

On the German side of the front there was still considerable activity in strengthening the defences constituting the Siegfried Line. Reports from neutral observers told of mysterious screens, of freshly-erected pill boxes, of fields scarred with newly-dug trenches. Now and again there were stories of troop concentrations, especially behind the Belgian frontier, and reports continued to come in of a large number of aircraft stationed in the neighbourhood of Aachen. Particularly in the north, where the Siegfried Line faces Belgium and stretches away towards the Dutch frontier, the evidences of strengthening with civilian labour were



The French end of a bridge across the upper Rhine is guarded by a soldier in a sand-bagged look-out.
Photo, Pathé Gazette



The French barrage balloon in the centre photograph has a corrugated case to help in keeping its nose to the wind. In the photograph below left, French gunners are loading a howitzer during a bombardment of the German lines. Next it is a scene outside the French General Headquarters. General Gamelin, the figure on the left of the photograph, is leaving his car after a tour of inspection.
Photos, Topical and Keystone

warned over the telephone from Coblenz of their approach. So, unscathed, the British warplanes held on along the Belgian border and on to where the Rhine turns west into Holland. There, as the weather was too bad for them to make further observations, they flew on to the North Sea coast of Germany, and thence, carefully avoiding flying over neutral Holland, made for the landing-field previously arranged for their reception in England.

Meanwhile, the other two aeroplanes in the reconnaissance had been favoured by better weather, and had returned to their aerodrome in France with a set of photographs of the utmost value for any future attack.

most marked. What this activity portended no observer could be sure. It could hardly be that the Germans anticipated an Allied attack on the Reich through the neutral countries, though the possibility of such a stroke might be held out to the German people as an incentive to their zeal. Other observers hinted that the Nazi High Command was still toying with the idea of turning the flank of the French in the Saar past Maastricht and Brussels, in which case the northern section of the Siegfried Line would constitute the pivot on which the army of invasion would turn.

R.A.F. Above the Siegfried Line

Following rumours of the evacuation by the Germans of Karlsruhe and many more of the towns and villages of the Rhineland, big troop movements near Aachen, significant concentrations of aircraft, and intensive building of fortifications near the Luxemburg frontier, the R.A.F. Command in France decided to carry out daylight reconnaissance flights along the entire course of the German frontier from the French front to the North Sea.

Leaving one of the secret British aerodromes "somewhere behind the Maginot Line," four machines set out in pairs. The first two got into bad weather, but through the gaps in the clouds they were able to look down on the French artillery pounding the fringes of the Siegfried Line.

The clouds, indeed, helped them on their flight, and they were able to dodge the anti-aircraft barrage at Coblenz. The shells burst all around them, but the 'planes were not hit, and they were similarly fortunate when they encountered another stormy reception above Siegburg, whose defences had been

The towns and villages of Northern France have abundant proof of the magnitude of Britain's war effort, and they are giving her soldiers a very friendly welcome. In the upper photograph a long train of Bren gun carriers is passing towards the front. Below, a Frenchwoman makes a generous distribution of grapes.

Photos, British Official, Crown Copyright

Sunshine and Rest-Time with the Troops in France

Many of the scenes which live in the memory of those who fought in France in 1914–1918 will be recalled by these photographs of troops in France in 1939. Here a happy band of soldiers have found a resting place in some disused stables. The pleasing photograph on the right shows nurses usefully filling in the time while they are off duty, while below a number of men are taking a rest after a gruelling march.

Photos, British Official, Crown Copyright

If It's Contraband It Won't Get to Germany

Day and night the blockade of Germany goes on—not by prowling submarine but by the far more effective method of contraband control. Not a ship can reach a German port by the North Sea unless she has passed through the thin grey line of the British navy.

STEAMING up the Channel they come, ships flying the flags of many neutral nations. Arrived off Weymouth they anchor in the Bay and each hoists to her masthead a red and white blue-bordered flag. This is the flag which signifies that she is awaiting examination by the officers of the British Contraband Control; and the flag must remain hoisted until her cargo has been approved and the British Navy have granted her clearance papers.

Bound for ports all over Europe, the neutral ships come to Weymouth or to the other two contraband bases in British waters—Kirkwall, in the Orkneys, and the Downs, off Ramsgate, on the Kent Coast. In the first six weeks of the war the daily average of neutral ships arriving in Weymouth Bay for examination was twenty. Many of these were allowed to pass after a brief inspection of the ship's papers, but out of a total of 74 vessels carrying 513,000 tons of cargo, 99,300 tons of cargo were seized as they embraced consignments of iron ore, fuel oil, petrol, manganese ore, and wheat.

Arrangements for boarding and examining neutral ships for contraband are made in the "boarding room" at the ports at which the ships call. Above, officers of the Royal Navy and R.N.R. are in consultation in such a room about ship movements.
Photo, P.N.A.

The actual procedure may be illustrated by an account of what happens when a neutral ship puts in at Weymouth. Her approach, whether by day or by night, is signalled from Portland to the headquarters of the contraband base and a boarding party of two officers and six men sets out in a fishing drifter to board her. After apologizing to the captain for the delay and inconvenience, the boarding officer asks him to produce the ship's papers, manifest, bills of lading and other documents. At the same time the wireless cabin is sealed, so that no signals can be made while the ship is in the control zone.

After satisfying themselves that the cargo corresponds with what it is stated to be in the ship's papers, the boarding party goes ashore and a summary of the ship's manifest, giving details of the cargo and the passengers carried, ports of origin and destination, and so on, are sent by teleprinter to the Ministry of Economic Warfare. Usually in the course of a few hours the Ministry's consent to the ship's release is received and the boarding party goes out again to return the ship's papers to the captain, together with a certificate of naval clearance.

Only if the boarding party finds something suspicious does a search party go out to make a complete examination of the cargo. If the Ministry decides that the whole or part of the cargo is contraband, the ship is directed to proceed to a more convenient port, where the suspected cargo is taken into the custody of the Admiralty Marshal, who holds it until the Prize Court sits and comes to its decision as to its ultimate destination.

Weymouth, as mentioned above, is a voluntary base, but ships that do not call there of their own accord are intercepted by British warships and taken to the next contraband base in the Downs for examination. The third base, Kirkwall, in the Orkneys, is also a compulsory station. Thus no ship can enter the North Sea without first receiving the permission of the Royal Navy. There are also contraband bases outside British waters—for example, at Haifa, at one end of the Mediterranean, and at Gibraltar at the other.

What constitutes "contraband of war" was laid down in a Proclamation by the King issued on September 4. The list of goods, the import of which into enemy countries is completely prohibited, consists of: (a) All kinds of arms, ammunition, explosives, chemicals or appliances suitable for use in chemical warfare; (b) Fuel of all kinds and all contrivances for or means of transportation on land, in the water, or air; (c) All means of communication, tools, implements, instruments, equipment, etc., necessary or convenient for carrying on hostile operations; and (d) Coin, bullion, currency and evidences of debt. In addition to these articles constituting *absolute* contraband, there is what is called *conditional* contraband, comprising all kinds of food, foodstuffs, feed, forage, and clothing and articles and materials used in their production. These are seizable if they are obviously destined for an enemy country.

One Month's Seizures

In a typical week, the first week of October 1939, the British Contraband Control detained **25,000 tons of contraband** goods consigned to German ports. The cargoes included: 13,800 tons petroleum products; 2,500 tons sulphur; 1,500 tons jute; 400 tons other fibres; 1,500 tons feeding stuffs; 1,300 tons oils and fats; 1,200 tons foodstuffs; 600 tons oilseeds; 570 tons copper; 430 tons other ores and metals; 500 tons phosphates; 320 tons timber. Quantities of other commodities were detained—copra, chemicals, cotton, wool, hides and skins, rubber, silk, gums and resins, tanning material, and ore-crushing machinery.

The tonnage of petroleum products—13,800—is equivalent to about **3,600,000 gallons of petrol.** This amount should be added to the **24,000,000 gallons of fuel** captured by the British Contraband Control and the French Fleet in the first four weeks of war. The full effect of this seizure will be realized from the fact that a formation of fifty bombers would consume 4,000 gallons of petrol during an hour's flight.

The suppression of traffic in contraband of war must, of necessity, as Mr. Chamberlain said in his speech in the House of Commons on September 21, cause some inconvenience to neutrals, but it is Britain's intention to reduce it to a minimum.

The Prime Minister went on to claim that Britain's strict adherence to the rules of law is in striking contrast to the policy pursued by Germany. "No loss of life," he said, "has been caused by the exercise of British sea power, and no neutral property has been unlawfully detained. Germany's method of submarine warfare and the laying of mines on the high seas has already resulted in the death of many innocent victims, regardless of nationality, and in the unwarranted destruction of neutral property."

Getting a Stranglehold on Nazi Commerce

AKTIESELSKABET
DET OSTASIATISKE KOMPAGNI
(The East Asiatic Company Limited)

COPY OF MANIFEST.

Cargo shipped per DANISH Motor Ship "DANMARK" Captain E. H. CHRISTENSEN from ADEN to HAMBURG.

Shippers	Consignees	Marks & Numbers	No of Pcs	Description	Weight
Halal Shipping Co Ltd	H/O B/L OF HALAL SHIPPING Co LTD. Hodeidah	S. E. HERR HITLER PRESIDENT REPUBLIQUE GRAND ALLEMAGNE HAMBURG	20	Bags of Coffee	Kos. 2080

Aden, 12th August, 1939.

THE HALAL SHIPPING CO LTD

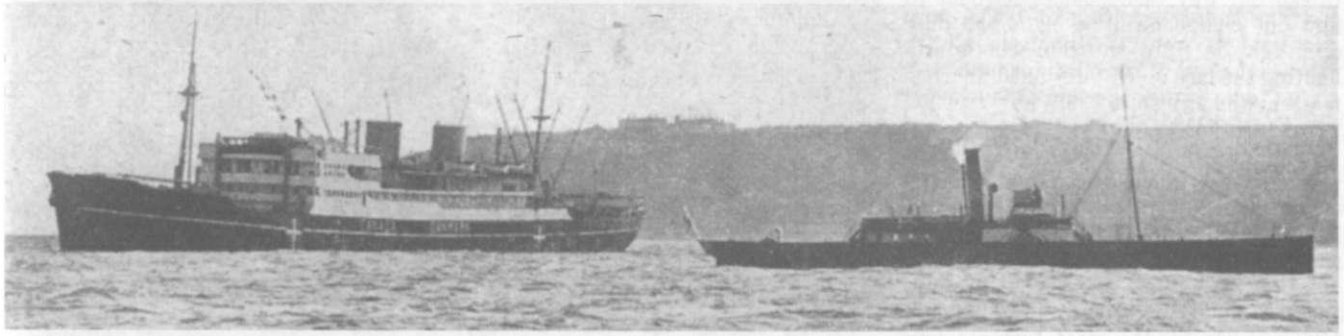
signed.....G. PEEL

Agents of
Det Ostasiatiske Kompagni
(The East Asiatic Co Ltd)
Copenhagen

Most Germans have now to be content with coffee made from substitutes. The Fuehrer, however, must have the real thing, and here is a Danish ship's manifest disclosing a consignment of over two tons of coffee to Herr Hitler himself!

BROADCASTING on October 1, on the results of the first month of war in the naval sphere, Mr. Winston Churchill, First Lord of the Admiralty, stated that, despite the large number of ships sunk in the first week of the conflict, the imports into Great Britain, thanks to the blockade, were larger than they would have been had there been no war; in fact, during the four weeks of which he spoke, 150,000 more tons of merchandise were imported than would have entered the country in peacetime. The actual total contraband cargoes intercepted and brought into port by the British Navy during the first four weeks of the war, as stated by the Minister of Economic Warfare, was 289,000 tons. In addition, the French Navy accounted for 100,000 tons.

This barrel of wolfram is being removed from a ship under the direction of Naval and Customs officers. Left, officers and an armed guard going on board a ship which has been found to be carrying contraband.



The ordinary procedure with neutral ships which may be carrying goods to the enemy is to conduct them under an escort of ships of the Royal Navy to a British port, where they are searched for anything that is contraband or conditional contraband. In this photograph a small paddle steamer usually employed as a pleasure boat is standing by after having put officers searching for contraband on board a foreign liner.

Photos, P.N.A.

With the Destroyers on Night Watch

In the British Navy's ceaseless watch upon the sea, one of the most important parts is played by the destroyers, which prowl relentlessly in search of U-boats. Here we print by permission from "The Times" a story of life in a destroyer during a night patrol.

At midnight last night I became the first British journalist to go to sea in one of his Majesty's ships since war began. The Navy keeps its secrets, and not until I went aboard was I told that we were to form part of an escorting force.

"No. 1," the first lieutenant, shouts through a megaphone from the bridge: "Action stations." Officers and men, their wind-proof, thick coats with pointed cowls giving them the queer look of members of some strange brotherhood, quickly and quietly take up their fighting posts. One by one the control points report all correct. Torpedo tubes and guns are loaded, live shells stacked in readiness, searchlight and control circuits tested, depth charges put into position. In wartime no ship of the Fleet sails without being prepared for instant action.

Up on the bridge the captain issues crisp commands. Gradually we gather way. It is completely dark, but we thread our way easily out of harbour to find our charge awaiting us. The only dim light is from the binnacle faintly lighting the face of the oilskinned quartermaster, who swings the ship now to port, now to starboard.

Just discernible ahead is a darker patch on the black water, and from it comes suddenly a stabbing speck of light, signalling us our course, station and speed.

"Twelve knots," says the captain, "one eight four revs." The engine telegraph clangs, the great turbines spin faster, and we and the other destroyers take up our appointed station.

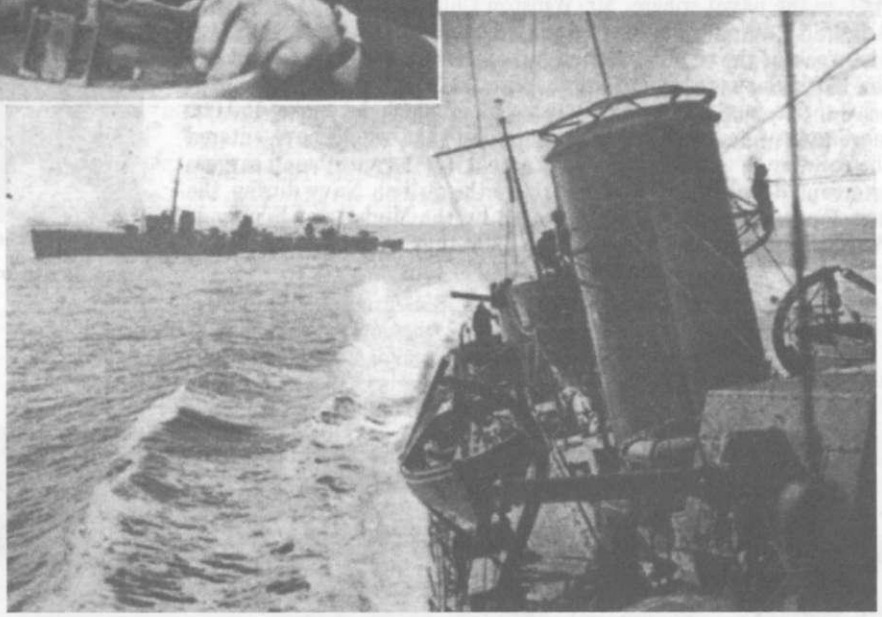
Presently, when we are well out at sea, the captain orders "cruising stations" and two-thirds of the crew go below to rest before taking the later watches. But the captain remains on the bridge all night. For him there is no rest, no spell below till we are back in port again. Now, as we steam ahead, eight look-out men scan the water with big night glasses, reporting every object, every light.

There is little incident in the night watches. We pass a score or more ships, merchantmen and fishing boats, picked out black against silver now the moon has risen. Hour by hour passes as our escorting force slides almost silently, ghost-like, through the water, with scarcely a wisp of smoke from our funnels to betray our presence. At daybreak the bosun's pipe shrills, a raucous voice shouts "Action stations," officers and men come on deck, and almost instantaneously all our armament is manned again, every gun and torpedo-tube loaded.

No enemy is in sight, but the Navy leaves nothing to chance, and it is part of the regular "drill" to test and check every part of a ship's armament and controls at dawn, just when attack is most to be expected. High above us an aircraft, out on the dawn patrol, swoops down to see our recognition markings, then, satisfied, turns away to resume her morning search of the ocean.

Half an hour later, we revert to cruising stations and soon the bustle of preparation for the men's breakfasts begins. They eat on two mess decks, seamen on one, stokers on the other. In the intervals between meals, the watch below sling their hammocks here, and sleep the contented sleep of men who must take their rest when they can find it. Six officers are in this ship, and it is a striking wartime point that the oldest of them is 54, the youngest member of the crew just over 18.

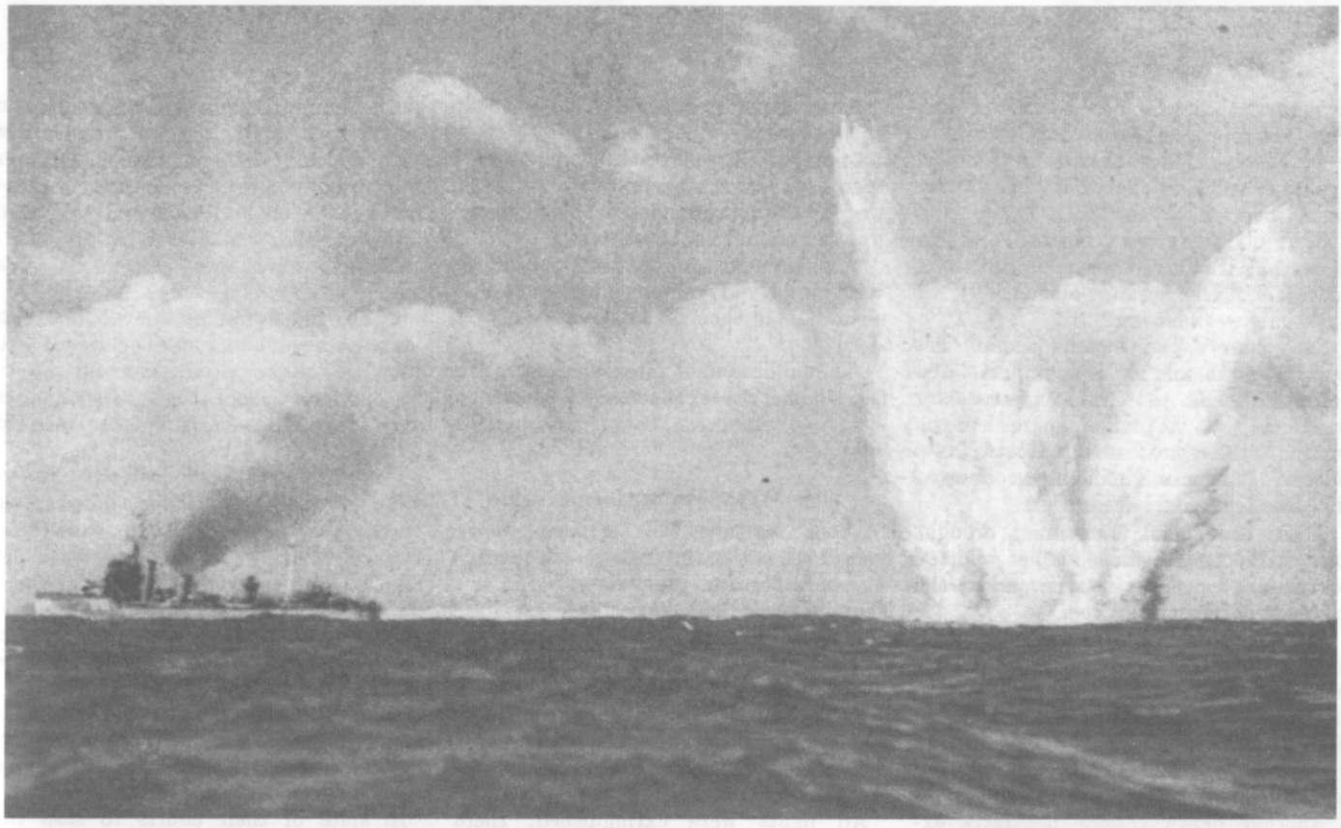
Up to now we have steamed at an average of 17 knots, zigzagging to dodge submarine attack, but when we reach our destination the escorting vessels swing round and set course for home. The captain orders more speed, and soon we are making 20 knots, sending a long, white wake behind us. This trip is ending, but in these waters destroyers are the policemen of the seas, and their work is never done. Tonight the ship will be at sea again.

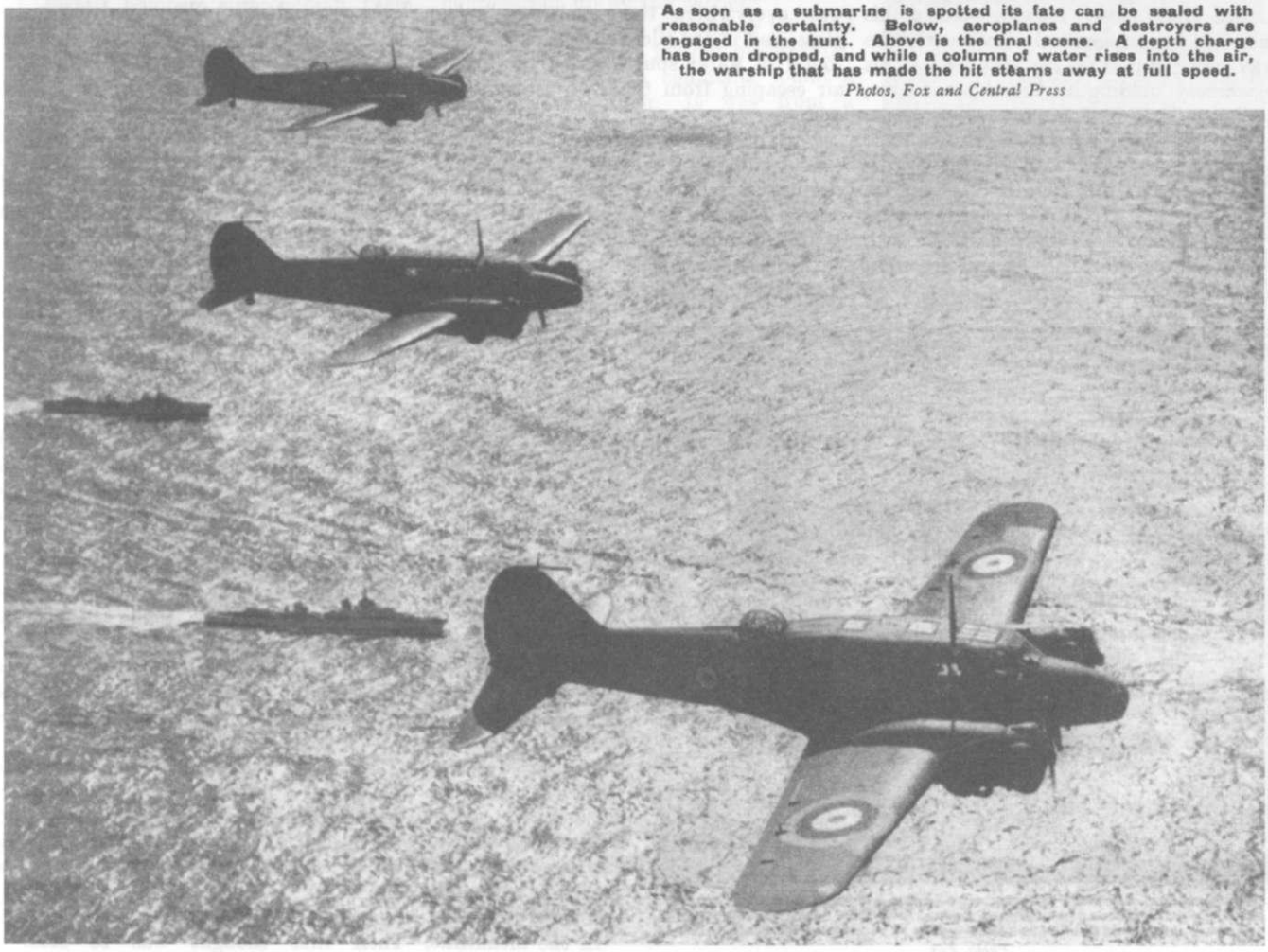


The top photograph was taken on a destroyer searching for U-boats. The navigation officer is taking bearings while a naval rating stands by to transmit his orders through speaking tubes. Below are two of the destroyers engaged in searching the seas for U-boats. That in the foreground is making a turn at such a speed that it heels over sharply.

Photos, P.N.A.

By Sea and Air the Hunt for U-Boats Goes On





As soon as a submarine is spotted its fate can be sealed with reasonable certainty. Below, aeroplanes and destroyers are engaged in the hunt. Above is the final scene. A depth charge has been dropped, and while a column of water rises into the air, the warship that has made the hit steams away at full speed.

Photos, Fox and Central Press

British Submarine's Gallant Fight for Life

One of the most gripping stories of the Navy in wartime is that which tells of the escape of a British submarine from the enemy patrols which hunted it from dawn to dusk. We retell it here in the words of "Naval Eye-Witness."

SINCE the surrendered German Fleet disappeared beneath the waters of Scapa Flow, theatrically scuttled by its own officers, there have been many mists over the North Sea.

One of these mists cleared recently to reveal a British submarine proceeding on patrol. Her log notes laconically that a full gale was blowing.

She observed a neutral fishing fleet riding out the gale at its nets, and dived beneath them to avoid unnecessary publicity. . . . At night she rose to the surface and her navigator, a Royal Naval Reserve Canadian Pacific man, observed the stars and fixed her position.

These uneventful happenings brought her, early one morning, to her allotted patrol area in enemy waters, and at the first hint of dawn she dived.

Shortly before breakfast the detonation of a depth charge quite close to her suggested emphatically that she was in the vicinity of enemy forces. Her captain decided to have a look at them through his periscope, and put his ballast pump in action.

Another depth charge promptly exploded much closer, blowing some of his fuses. It was unpleasantly obvious that he was being hunted. He stopped all his machinery, holding his breath, as it were, to listen.

The crew lay down to conserve valuable oxygen consumed by movement. During the next hour they counted the detonations of six explosions as the enemy groped about in search of them with sweep wires, electrically-operated bombs, and depth charges.

The submarine could do nothing except remain silent on the bottom, motionless. To relieve the monotony, it seemed good to the crew to start a 6d. sweepstake on the time at which the next explosion would shake the hull.

An able seaman moved softly down the narrow alley-way among the motionless men, booking their bets against next pay day.

The bombardment intensified. For the next hour the explosions averaged one every two minutes. They grew gradually more distant. Then there was a lull.

They Were Waiting for the End

About tea-time the strained, weary men in the submarine heard a wire scraping over the after jumping-stay. . . . They listened, tense, expectant.

A series of bumps thudded along the hull as if a giant were stamping along it in hobnailed boots.

Then what they awaited happened. A shattering explosion seemed to contract the hull of the submarine as their own hearts contracted.

All lights were extinguished, there was everywhere the crash of broken glass, and in the silence that followed the sound of water spurting and the hiss of air escaping from the high-pressure air-system.

Portable electric lights revealed enough of the catastrophe. One motor and both engines were out of action. From half a dozen leaks in the air-system air hissed as from a punctured tyre.

Working as noiselessly as possible, they contrived to restore the lighting, and stop the air leaks as best they could.

Then, the air gradually growing fouler because they had been a long time submerged, they sat or lay about waiting.

The First Lieutenant bethought him of a bottle of boiled sweets, and passed them round as a solace. It reminded someone else of a bag of peppermint-drops he possessed. He crept round the dripping spaces offering them to his shipmates, who sucked them appreciatively. The air was making breathing more difficult every minute.

In the meantime, the lieutenant in command was deciding on his course of action. As soon as he knew by the clock that darkness had fallen on the face of the sea, he mustered his little band of officers and men and told them of his decision.

To stay where they were meant to die the death of rats in a trap.

If the ballast tanks still held—and in his heart he doubted it—he intended to blow the water out of them and rise to the surface. Once there, although his ship was helpless as a log, he intended to fight to the death.

The crew accepted the alternative joyfully. Exchanging gasping jokes among themselves, they turned-to, loaded the torpedo-tubes, Lewis-gun and rifles, and stacked ammunition ready for the gun.

As a last grim measure they prepared a demolition charge to blow their ship to pieces rather than let her fall into the hands of the enemy.

Finally, when all was ready for what they believed would be their last fight, they blew the tanks and the submarine rose floundering to the surface.

In spite of their efforts to stop the leaks, enough air had escaped inside the submarine from the air cylinders to raise the pressure to a dangerous point.

Mindful of this, her captain, who is lightly built, had to guard against the danger of being blown through the hatch when it was opened. He selected a 14-stone signalman to cling to his legs and, thus "anchored," threw open the hatch.

So great was the rush of air that it blew his heavy binoculars, which hung by a strap, vertically above his head. He climbed out and looked anxiously about him. It was a clear night with a moderate swell. There was nothing in sight.

Limping Home to Port

With periscope gone, wireless smashed, communication pipes crushed as if squeezed by the fist of a giant, and engines disabled, unable to dive again and with only one motor in action, even now the prospect was grim enough.

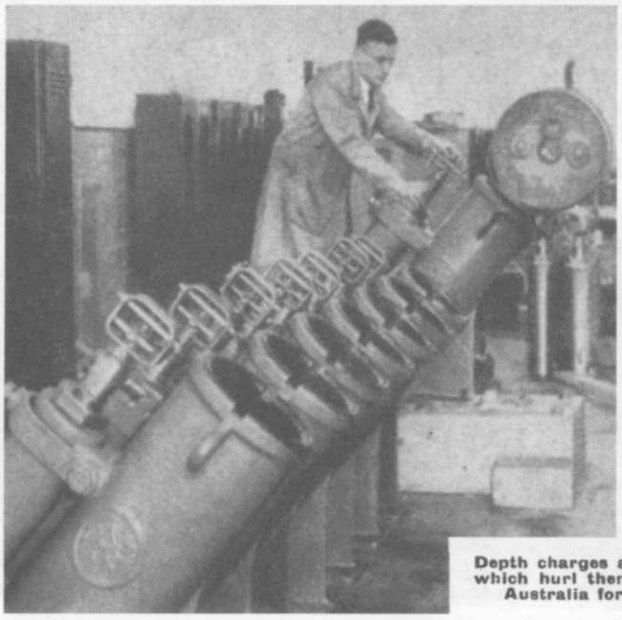
He crawled away from the scene on his remaining motor, while the warrant engineer below began a desperate attempt to put life into his distorted and damaged machinery. Three hours after they had surfaced he reported the starboard engine ready, and two hours later the port.

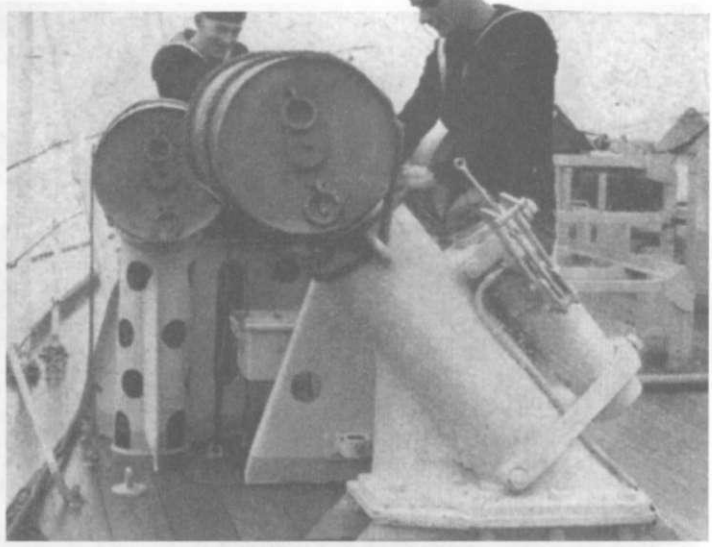
They had now, thanks to this man and his devoted little staff, a fighting chance of life. With water still pouring in from the leaks, the captain gallantly made his way on the surface all night. In the dawn his wireless operator modestly reported that he had repaired the wireless. Their first thought was to send a

Telegraphist Aspinall Wilson, who was a wireless operator on the British submarine that limped home, tells the story to his small nephew. He spent the hours below water in repairing the installation.

Photo, Fox

These Are Always Ready for U-Boats





Depth charges are dropped overboard by mechanical "throwers" such as that seen above, which hurl them well clear of the destroyer. Left is a row of "throwers" made in Australia for the British Navy. Below, depth charges are placed in position on deck.

warning to sister submarines on patrol in the vicinity to avoid temporarily the area where trouble could be had for less than the asking.

After that, another to their base, asking for a helping hand.

Lying on the surface like a wounded duck, they saw in the afternoon a flight of enemy bombers approaching them. Wearily they again made preparations for the fight that must finish them.

The 'planes passed a couple of miles to seaward and disappeared. An hour later they returned. Once more the gun was manned, rifles distributed. The enemy disappeared again without seeing them.

The call for help brought destroyers racing across the North Sea to a rendezvous they reached at midnight. Cruisers and an aircraft carrier appeared with the daylight and a few hours later the Fleet, terrible in its might, arrived to the support of its wounded cub.

An air attack by the enemy bombing 'planes crumpled under the anti-aircraft fire of the cruisers and the attacks of the fighters sent up by the carrier.

In due course the submarine returned to her base without further molestation.

The lieutenant in command found a letter awaiting him. It was from a relative in the country. "We hardly realize there is a war on," read the opening sentence.

He folded it reflectively and put it in his pocket to answer a little later.

Above is a scene on the deck of a destroyer at sea with depth charges being hoisted into position by means of a davit. Any warship dropping such charges does so at a speed that enables it to be some distance away before the tremendous concussion caused by the explosion is felt. On the right of the photograph can be seen some of the torpedo tubes which form the destroyer's main armament against surface vessels.

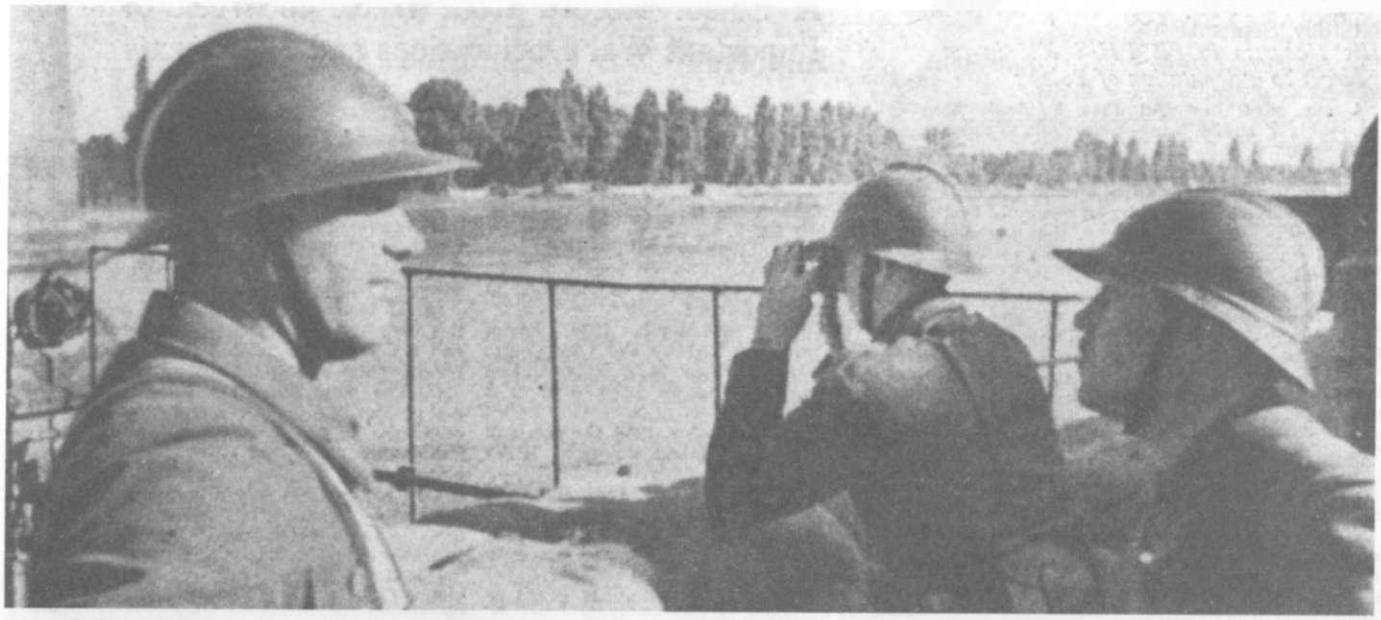
Photos, Associated Press, Central Press and Charles Brown

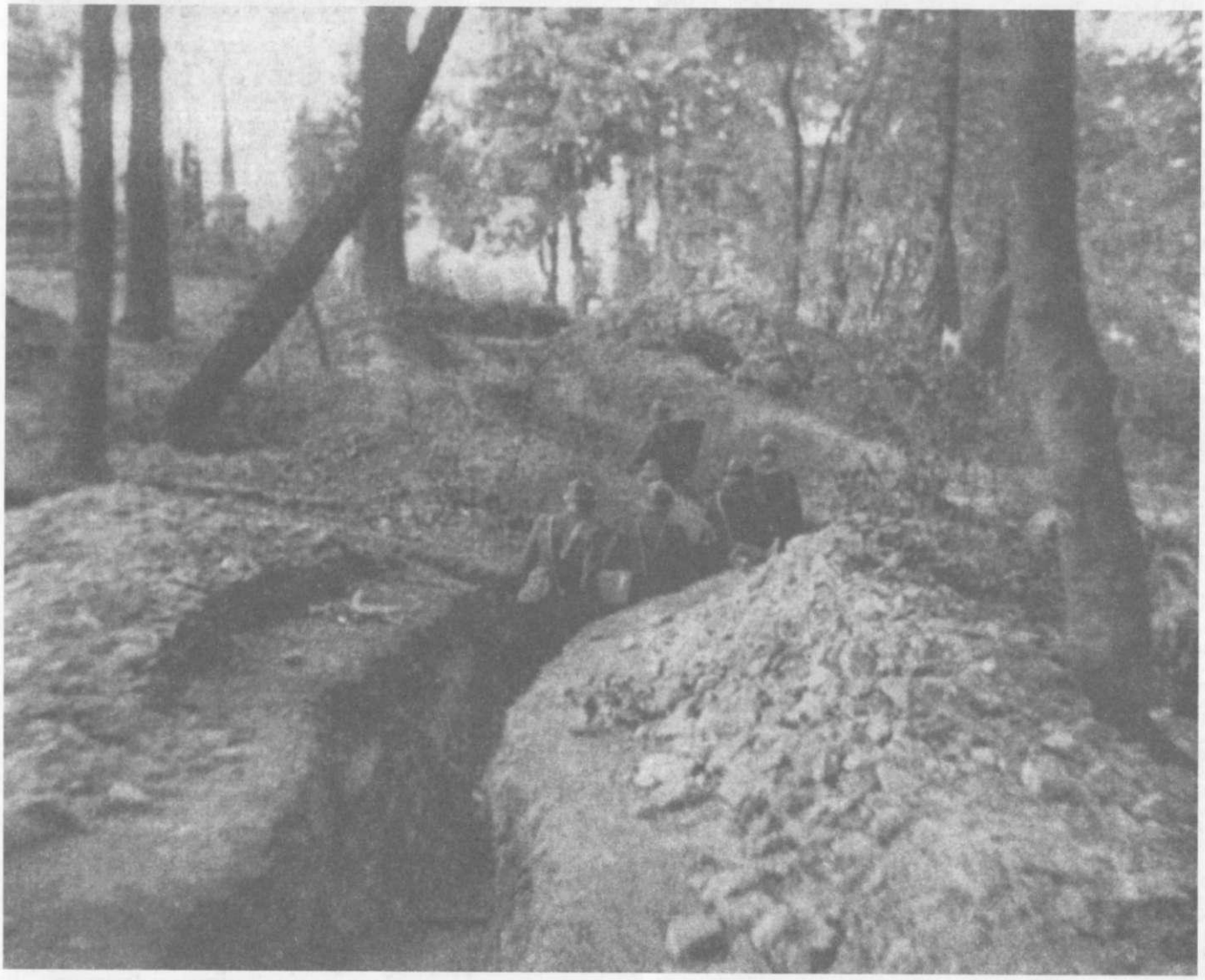
The Siegfried Line, the Nazis' One Hope

In the hope of checking the gradual advance of the French into her territories Germany massed the troops withdrawn from Poland behind the Siegfried Line. In the upper photograph a German howitzer is in action behind the line, but, as French artillery is markedly superior, many such big guns have been put out of action. In the photograph above, a German soldier is handing down his rifle before entering an underground passage leading to the concrete fortifications.

Photos, Fox and Keystone

The French on the Frontier and Over It





On the southern length of the western battle front the French and Germans face each other across the Rhine, which is here comparatively narrow, as can be seen in the upper photograph showing a French observation post on its banks. In the lower photograph French troops are in a communication trench. Before the Allied advance the church and war memorial were German, for this photograph was taken in German territory now occupied by the French.

Photos, Central Press, British Movietone News

WORDS THAT HISTORY WILL REMEMBER

A Select Record from Week to Week of Important War Declarations and Statements

(*Continued from page* 178)

Saturday, September 30

His Holiness POPE PIUS XII in an address to a deputation of Poles :

I am most sorrowful that hundreds of thousands of human beings were made to suffer in Poland.

We want still to hope, despite the fact that there are many reasons to believe to the contrary, on account of plans by an enemy of God which are only too well known, that Catholic life will continue with deep and fervent meaning in Poland.

In her agitated history Poland has known periods of apparent death, but she has also known many days of recovery and new life.

There are hundreds of thousands of poor human beings suffering as a result of this war against which all our efforts—as you must realize—have been persistently but fruitlessly directed for the purpose of preserving Europe and the world.

Before our eyes at this moment passes a vision of mad folly and horrible despair.

We visualize the multitude of refugees and wanderers who have lost their country and their hearts. We hear the desperate cries of mothers and brides who are weeping for their dear ones fallen on the field of battle.

We hear the lamentations of old sick men, the cries of babies who no longer have any parents, and the cries of wounded men and the death-rattle of dying people who were not all combatants.

There is one thing which has never been seen in your glorious history—an unfaithful Poland.

We will not cease to repeat that it will be possible finally through means of justice and charity—and only through these means—to restore peace to a troubled world, peace for which millions of sincere souls are lifting prayers.

Monday, October 2

His Grace the ARCHBISHOP OF YORK in a Broadcast :

. . . The Prime Minister has said that the word of Herr Hitler is not in our eyes worth the paper it is written on; he has broken too many promises ever to be trusted again. The series of broken pledges is vividly present to all our minds, from the militarization of the Rhineland in breach of the Treaty of Locarno which he had himself reaffirmed, to the rape of Czecho-Slovakia and the device whereby he accused the Poles of rejecting proposals which had never even been submitted to them. This is a series of outrages upon foreign States. Even more fraught with shame and with unworthiness to speak for a great people like the German is the record of scandalous action at home.

It is a custom in France to use dates as the names of men and events; Danton was proud to be called the man of the tenth of August—the date when the French Revolution entered on its final phase. Napoleon III is spoken of as the Man of December; the reign of Louis Philippe as the July Monarchy. We should similarly think of Hitler and his colleagues as the men of the twenty-second of August, 1932; of the twenty-seventh of February, 1933; of the thirtieth of June, 1934; of the twenty-fifth of July, 1934; of the third of March, 1938; of the eighth of October, 1938; of the ninth of November, 1938.

What do these dates stand for? On the twenty-second of August, 1932, that dreadful telegram, known as the Beuthen telegram, was published, which glorified six Nazis who trampled a helpless Communist to death in front of his mother. Those six men were on trial, and Hitler telegraphed to them, "Your freedom is our honour."

On the twenty-seventh of February, 1933, the Reichstag building was set on fire. No one doubts who started that fire; but someone else was done to death as the culprit.

On the thirtieth of June, 1934, at least seven hundred Germans were shot in cold blood—some of the great patriots. One was a builder of the Reichswehr. Some were comrades of Hitler from the early days.

On the twenty-fifth day of July, 1934, Dollfuss was murdered. Can we acquit of guilt for this the man who set up a memorial in honour of the murderers?

On the third of March, 1938, Pastor Niemoller was acquitted by the Law Courts and at once imprisoned in a concentration camp; he is—so far as we know—still in a concentration camp.

On the eighth of October, 1938, the palace of Cardinal Innitzer, who had welcomed Hitler to Vienna, was sacked.

On the ninth of November, 1938, the great pogrom against the Jews took place in Germany.

The best German citizens are deeply ashamed of all these things. Many of them, because they must endure at present that their country should be governed by the criminals, would be glad to forget those dates and what took place on them. But such deeds cannot be forgotten, and those who are guilty of them are unworthy to speak and act for a great people. . . .

Friday, October 6

HERR HITLER in a speech to the Reichstag :

. . . What are the aims of the German Government with regard to the regulation of the conditions in the space west of the German-Russian line of demarcation, which has been recognized as a sphere of German interests?

They are :

(1) To create a Reich frontier which, as has already been emphasized, corresponds to the historical, ethnographic and economic realities.

(2) To regulate the whole living space according to nationalities; that means a solution of those nationality problems which do not always affect this space alone, but extend into practically all countries in South-Eastern Europe.

(3) In this connexion to try to solve the Jewish problem.

(4) To reconstruct economic life and traffic to the benefit of all those living in that space.

(5) To guarantee the security of that Empire space; and

(6) To establish a new Polish State which by its structure and leadership will give a guarantee that neither a new centre of conflict directed against Germany will come into being, nor that a focus of intrigues will be created against Germany and Russia.

In addition, we must try to remove the immediate consequences arising from the war, or at least to mitigate them. . . .

If Europe wants calm and peace, then the European States ought to be grateful that Germany and Russia are prepared to transform this area of disturbance into a zone of peaceful development.

The second task, which I believe is by far the most important, should lead to the establishment not only of the feeling, but also the certainty, of European security. For this it is necessary that :

(1) There should be absolute clarity with regard to the aims of the European States in the sphere of foreign policy.

As far as Germany is concerned, it can be stated that the Reich Government is prepared to make its aims in the sphere of foreign policy perfectly clear without any reservations.

First of all, we want to say that we consider the Versailles treaty extinct, and that the German Government and with it the entire German nation see no reason and no cause for any further revision except for the demand for such colonial possessions as are due to the Reich and correspond to it.

This means, in the first place the restoration of the German colonies. This request, let it be noted, is not dressed up in the form of an ultimatum backed by force. It is simply a claim based on political justice and economic reason.

(2) To facilitate the exchange of productions it is necessary to attain a new ordering of markets and a definitive regulation of currencies, thus removing step by step the obstacles to free trade.

(3) The most important condition for the real prosperity of European and extra-European economies is the creation of an absolutely guaranteed peace and a feeling of security among all the peoples.

This requires not only a final sanctioning of the status of Europe, but also the reduction of armaments to a reasonable and economically tolerable extent.

It is also necessary to define clearly the applicability and the use of certain modern weapons capable of striking at any time into the heart of any nation and so causing a lasting feeling of insecurity.

I do not believe there is a single responsible European statesman who does not desire at the bottom of his heart to see the prosperity of his people. The realization of this wish is only possible in the framework of the general collaboration of the nations of this Continent. The safeguarding of such collaboration must be the aim of every man who is really struggling for the benefit of his people.

To attain this aim one day the great nations of this Continent must come together and hammer out and guarantee a comprehensive agreement which will give to all a feeling of security and quiet and peace.

Tuesday, October 10

M. DALADIER, in a Broadcast to the French nation :

. . . Who will now believe that it was for a question of Danzig and the Corridor or of the fate of German minorities?

Germany has proved that she wanted either to subjugate Poland by trickery, or defeat her by iron and the sword.

After Austria, Czecho-Slovakia; after Czecho-Slovakia, Poland. All these conquests were but stages on the road which would have led France and Europe to the direst slavery.

I know well that today you hear talk of peace—of a German peace—a peace which would but consecrate the victories of cunning or violence and would not hinder in the least the preparation of new conquests.

Summed up, what does the latest Reichstag speech mean? It means this :

"I have annexed Poland. I am satisfied. Let us stop fighting; let us hold a conference to consecrate my conquests and organize peace."

We have already heard this language before. . . .

If peace is really wanted, a lasting peace which would give to every home, to every woman and child the joy of living, it is necessary first of all to appease consciences in revolt, to redress the abuses of force, to satisfy honestly the rights and interests of all peoples. . . .

If peace is really wanted—a lasting peace—it is necessary also to understand that the security of nations can only rest on reciprocal guarantees excluding all possibility of surprise and raising a barrier against all attempts at domination.

If peace is really wanted, a lasting peace, it is necessary to understand, in short, that the time has passed when territorial conquests bring welfare to the conquerors. . . .

'Wats' Carry on the Tradition of the 'Waacs'

An unexpected place to find the A.T.S. at work is in the armoury. Here is one girl cleaning a rifle with a pull-through, and another stripping a Bren gun under the eye of an Army officer.

"Come to the cook-house door, girls!" This Section Leader—a rank corresponding to sergeant in the Army—makes sure that the "troops" will hear the call.

THE Auxiliary Territorial Service, direct descendant of the Women's Auxiliary Army Corps of the last war, was formed in September, 1938, for the carrying out of certain non-combatant duties. In a short time the "Wats" won an honoured place among Britain's volunteers, and their khaki uniform became a familiar sight in our streets and on the barrack-squares. The director of the service, Dame Helen Gwynne-Vaughan (*see* page 151), was Chief Controller of the "Waacs" during the Great War, and most of the other staff officers have had wide experience of leadership.

Above, an Army officer is watching over a group of efficient A.T.S. girls, this time arranging kit in the store, while on the right a group of qualified mechanics are attending to the engine of a staff car.

Photos, G.P.O. and Associated Press

WORDS THAT HITLER HAS EATEN

Many of those who have not read it believe that "Mein Kampf" is a revelation of Hitler's unalterable and unaltered purpose. The passages quoted here from Messrs. Hurst & Blackett's complete English edition, however, are proof to the contrary.

Here we see the Fuehrer in characteristic mood—giving voice to one of these specific utterances which match so ill with his deeds.

He Has No Quarrel with France Now!

WHAT England has always desired, and will continue to desire, is to prevent any one Continental Power in Europe from attaining a position of world importance. Therefore England wishes to maintain a definite equilibrium of forces among the European States; for this equilibrium seems a necessary condition of England's world-hegemony.

What France has always desired, and will continue to desire, is to prevent Germany from becoming a homogeneous Power. Therefore, France wants to maintain a system of small German States, whose forces would balance one another and over which there should be no central government. Then, by acquiring possession of the left bank of the Rhine, she would have fulfilled the prerequisite conditions for the establishment and security of her hegemony in Europe. . . . (XIII, 503–4)

France is and will remain the implacable enemy of Germany It does not matter what Governments have ruled or will rule in France, whether Bourbon or Jacobin, Napoleonic or Bourgeois-Democratic, Clerical Republican or Red Bolshevik, their foreign policy will always be directed towards acquiring possession of the Rhine frontier and consolidating France's position on this river by disuniting and dismembering Germany. . . . (XIII, 505)

IN England, and also in Italy, the contrast between the better kind of solid statesmanship and the policy of the Jewish stock exchange often becomes strikingly evident.

Only in France there exists today more than ever before a profound accord between the views of the stock exchange, controlled by the Jews, and the chauvinistic policy pursued by French statesmen. This identity of views constitutes an immense danger to Germany. And it is just for this reason that France is and will remain by far the most dangerous enemy. **The French people, who are becoming more and more obsessed by negroid ideas, represent a threatening menace to the existence of the white race in Europe,** because they are bound up with the Jewish campaign for world-domination. For the contamination caused by the influx of negroid blood on the Rhine, in the very heart of Europe, is in accord with the sadist and perverse lust for vengeance on the part of the hereditary enemy of our people, just as it suits the purpose of the cool, calculating Jew who would use this means of introducing a process of bastardization in the very centre of the European continent and, by infecting the white race with the blood of an inferior stock, would destroy the foundations of its independent existence.

France's activities in Europe, today, spurred on by the French lust for vengeance and systematically directed by the Jew, are a criminal attack against the life of the white race, and will one day arouse against the French people a spirit of vengeance among a generation which will have recognized the original sin of mankind in this racial pollution. . . . (XIII, 508–9)

FRENCH policy may make a thousand détours on the march towards its fixed goal, but the destruction of Germany is the end which it always has in view as the fulfilment of the most profound yearning and ultimate intentions of the French. . . . As long as the eternal conflict between France and Germany is waged only in the form of a German defence against the French attack, that conflict can never be decided. . . . Only when the Germans have taken all this fully into account will they cease from allowing the national will-to-live to wear itself out in merely passive defence; but **they will rally together for a last decisive contest with France.** . . . Germany sees in the suppression of France nothing more than a means which will make it possible for our people finally to expand in another quarter. . . . (Chapter XV, page 549).

Those "Blood-Stained Criminals," the Bolsheviks, Are Now His Allies

WE National Socialists have purposely drawn a line through the line of conduct followed by pre-War Germany in foreign policy. We put an end to the perpetual Germanic march towards the South and West of Europe and turn our eyes towards the lands of the East. . . **But when we speak of new territory in Europe today we must principally think of Russia and the border States subject to her.**

Destiny itself seems to wish to point out the way for us here. In delivering Russia over to Bolshevism, Fate robbed the Russian people of that intellectual class which had once created the Russian State and were the guarantee of its existence. . . . This colossal Empire in the East is ripe for dissolution. . . . (XIV, 533).

THE Russia of today, deprived of its Germanic ruling class, is not a possible ally in the struggle for German liberty, setting aside entirely the inner designs of its new rulers. From the purely military viewpoint a Russo-German coalition waging war against Western Europe, and probably against the whole world on that account, would be catastrophic for us. The struggle would have to be fought out, not on Russian but on German territory, without Germany being able to receive from Russia the slightest effective support. . . . The fact of forming an alliance with Russia would be the signal for a new war. And the result of that would be the end of Germany. . . .

THOSE who are in power in Russia today have no idea of forming an honourable alliance, or of remaining true to it, if they did. It must never be forgotten that **the present rulers of Russia are blood-stained criminals, that here we have the dregs of humanity which, favoured by the circumstances of a tragic moment, overran a great State,** degraded and extirpated millions of the governing classes out of sheer blood-lust, and that now for nearly ten years they have ruled with such a savage tyranny as was never known before. . . . It must not be forgotten that the international Jew, who is today the absolute master of Russia, does not look upon Germany as an ally, but as a State condemned to the same doom as Russia. One does not form an alliance with a partner whose only aim is the destruction of his fellow-partner. Above all, **one does not enter into alliances with people for whom no treaty is sacred;** because they do not move about this earth as men of honour and sincerity, but as the representatives of lies and deception, thievery and plunder and robbery. The man who thinks that he can bind himself by treaty with parasites is like the tree that believes it can form a profitable bargain with the ivy that surrounds it.

THE menace to which Russia once succumbed is hanging steadily over Germany. Only a bourgeois simpleton could imagine that Bolshevism can be tamed. . . . In Russian Bolshevism we ought to recognize the kind of attempt which is being made by the Jew in the twentieth century to secure dominion over the world. . . . **How can we teach the German worker that Bolshevism is an infamous crime against humanity if we ally ourselves with this infernal abortion and recognize its existence as legitimate?** With what right shall we condemn the members of the broad masses whose sympathies lie with a certain *Weltanschauung* if the rulers of our State choose the representatives of that *Weltanschauung* as their allies? (XIV, 536).

"Mein Kampf" has become the Bible of German people and none is allowed to escape its message. Young couples are (as shown here) given a copy at their wedding. But if they read it, they must find it hard sometimes to reconcile the Fuehrer's word with his deed.

Photo, Wide World

Mussolini Plays a Neutral Hand

One of the first and greatest surprises of the early days of the war was the fact that Germany's chief ally, Italy, declared her resolve to "refrain from adopting the military initiative." Below is an examination of the situation in which this development had its place.

HITLER found in Mussolini's march on Rome the inspiration of his "putsch" of 1923, and when he became Fuehrer of the German Reich, he was careful to cultivate a good understanding with the Italian Duce who might be expected already to know all that there was to know about the establishment and the running of a totalitarian regime. Mussolini, for his part, welcomed Hitler's advances more particularly as the relations between him and the Democratic Powers were becoming increasingly strained. The Abyssinian affair brought Italy almost to the verge of war with France and Britain, and even when the sanctions applied by the League of Nations states were lifted, a fresh obstacle to Italian co-operation and friendship with the Western countries was found in the civil war in Spain. When General Franco revolted against the Republican Government in the summer of 1936, Mussolini dispatched Italian troops, technicians, and vast quantities of the material of war to help the Nationalists in their fight against what Mussolini described as a Bolshevist state.

Over the Abyssinian affair the Reich had given its support to Italy, and it was probably because Mussolini was grateful for Hitler's aid and encouragement in his hour of critical need that the Rome–Berlin axis came into being, and Mussolini resolved to link Italy with Germany and Japan in the Anti-Comintern Pact. In September, 1937, Signor Mussolini visited Germany to arrange the preliminaries, and shortly after his return to Italy the Pact was signed at the Palazzo Venezia by the Duce and Herr von Ribbentrop.

The events of 1938 cannot have been altogether pleasing to Mussolini. For many years he had regarded Austria as part of Italy's sphere of influence, and it was a distinct set-back to his policy when, in March, 1938, the German troops overran the country and faced the Italian frontier guards on the Brenner Pass. At the Munich Conference in September, Mussolini played a leading role as one of the four "Men of Munich," but in the resulting partition of Czechoslovakia Italy received not an acre of fresh territory nor any compensation whatever for the relative decline of her influence in the councils of Europe.

When the Polish question loomed on the political horizon, Mussolini made some efforts to localize the conflict, and even attempted to repeat that role of peacemaker which had won him such renown at Munich, but the most striking fact revealed in the new situation was that, when Hitler decided to march, Mussolini remained in the camp.

Italy Did Not March

For two years Germany and Italy had worked in the closest association; only as recently as May, 1939, the representatives of the two great dictatorships had begun negotiations for a definite military alliance. For long it had been assumed that when Hitler declared war, Mussolini would declare war, too. Yet on that fateful September 1, 1939, Mussolini talked but did not act.

During the crisis of September 1938 Signor Mussolini intervened to secure a peaceful solution. Above is his meeting with Hitler at Kufstein, on September 29, 1938, when the two Dictators were on their way to Munich to meet Mr. Chamberlain and M. Daladier.
Photo, Wide World

In a telegram to Signor Mussolini thanking him for continued diplomatic support, Hitler boastingly declared: "I will not have need of military aid from Italy," but the truth may be that Italy would not have answered even had she been called.

As the days went by, various reasons were advanced for Italian inactivity. Most probably, however, it was the picture of Von Ribbentrop bending over Stalin's table and linking Germany with Bolshevik Russia that determined Mussolini to keep out of the war.

After the first month of the war of 1939, Signor Mussolini was still thinking of peaceful matters. He is here listening to an address at the opening of an art exhibition in Rome.
Photo, Associated Press

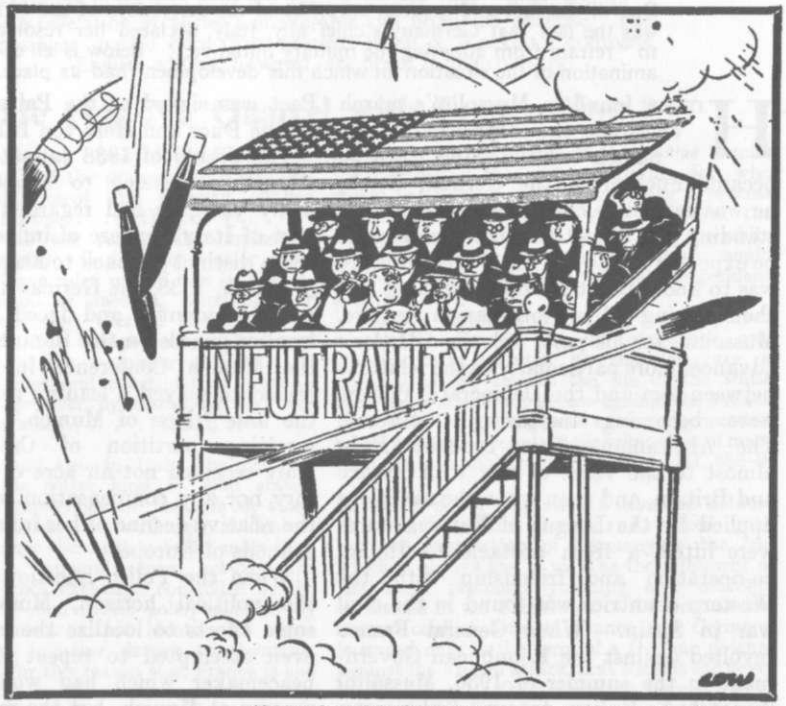
Both Mussolini and Hitler have many times in their careers fulminated against the Bolsheviks and all the wicked works and words of Bolshevism. The difference between the two may be that the former has really meant what he said.

Mussolini in many a speech has given evidence of what seems to be a sincere detestation of Bolshevism. Thus, at Palermo in 1937, he declared that: "Let it be said in the most categorical manner that we will not tolerate in the Mediterranean Bolshevism or anything of a similar nature"; and a few weeks later, "If peace is to be lasting and fruitful, Bolshevism must be banished from Europe." As the years went by Mussolini reaffirmed time and again the identity of view of the two Totalitarian States. In May, 1939, speaking at Turin, he said: "Italy will march with Germany to give Europe that peace with justice which is among the heartfelt desires of all peoples." Among the clauses of the military alliance signed on May 22 was one which stated: "If, contrary to the wishes of the two States, it should happen that one of them is involved in hostilities, the other will give it full military support as ally."

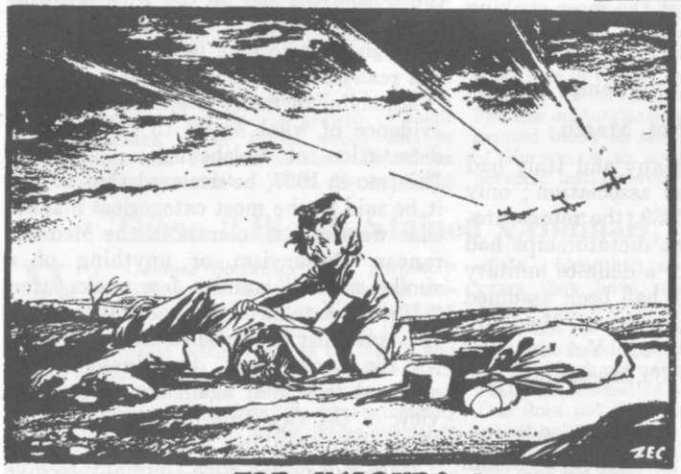
Yet, despite these provisions and protestations, Mussolini and Mussolini's Italy did not march. Probably it is not too much to say that the same pact between Nazi Germany and Soviet Russia which knocked Tokyo off the farther end of the Rome–Berlin axis, which made Franco's Spain a neutral, which barred Germany's way to the East and made the Baltic a Russian lake—it is not too much to say that this same pact relieved the French army and the British navy of the necessity of having to wage war on a vastly extended front. Unlike Hitler, Mussolini has studied Machiavelli to such good purpose that he realizes that there are limits even to Machiavellianism.

Cartoon Commentary on the Conflict

From the "Sunday Chronicle"



Uncomfortable Grandstand *From the "Evening Standard"*



FOR VALOUR? *From the "Daily Mirror"*

"Hitler has ordered 40,000 Iron Crosses to be awarded to his troops in Poland"

From the "Star"

In this page we have a second selection of the cartoonists' graphic representation of current war events. The first of them, "Stalin's Ally," is by that brilliant Dutch artist, Louis Raemaekers, whose cartoons of the martyrdom of Belgium during the last war made a profound impression on world opinion. Of the rest, three are taken from the London press and one from a Dutch journal.

"On the Polish Demarcation Line"
From "De Groene Amsterdammer"

These Pictures Spell A.R.P.

Air Raid Wardens are provided with an elaborate kit. It is completely gas-proof, and with a steel helmet provides as complete protection as possible for those who have to be in the open during air raids.

Photos, Central Press and Fox

Water-tight gates such as that shown below have been erected at either end of the sections of tube tunnels that pass under the Thames in London.

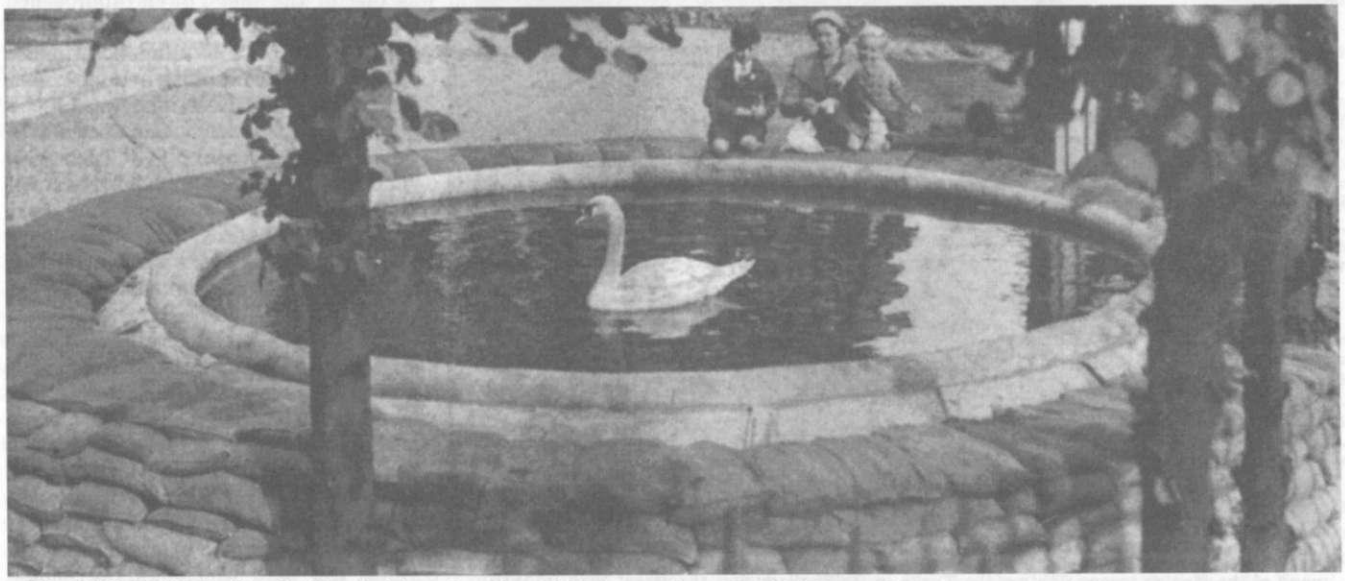
In many streets gas-detectors such as this have been erected. They are coated with a substance that changes colour when gas is about, and then returns to the normal.

A BLACK-OUT LESSON FROM 1918

"A FRIEND of mine, an airman, has told me how one night in 1918, a pitch-dark and starless night, he was searching with his squadron for Düsseldorf in the inky sea which lay below him. Nothing revealed the town. It was thought that they must be near it judging by their direction and the distance flown, but its exact situation could not be discovered. They were about to abandon their quest when a fugitive beam of light spread out, just for a second, over the blackness and then went out. A citizen of Düsseldorf had just opened and shut his door behind which lay a lighted passage. It was enough. There lay the town. The first bomb fell anywhere, lighting up the target; the others wrecked the station. See it doesn't happen here!"

Roger Vercel in "Candide" (Paris)

At hospitals and in many other buildings, decontaminating stations have been arranged. Here those caught in the open where a gas bomb has fallen would be given treatment and a change of clothing in which to go home.



One of the devices for fire-fighting that have been brought into use since Air Raid Precautions have been perfected are emergency tanks such as that seen above. The swan apparently considers that it exists for its sole benefit, but the actual purpose is to provide a water supply for fire engines should hydrants or mains be damaged. Water would then be pumped into the tanks from other sources.

Photos, Universal Pictorial Press and Topical

Turkey Guards the Black Sea

After years of virtual retirement from the European scene, Turkey assumed an ever-increasing importance following the formation of the Peace Front and the revival of Russia as a great Power.

IN the far south-east of the Continent, where Europe looks across to Asia, lies Turkey, once one of the world's great empires and a stronghold of Moslem conservatism, but now a republic on very much restricted but at the same time very modern lines. Its importance in the political sphere is due to the fact that it contains the link between the Black Sea and the Mediterranean—the Bosporus, the Sea of Marmara, and those Dardanelles which cost the lives of so many brave men in the last war.

Demilitarizing the Straits

Despite their victory on the peninsula of Gallipoli, the Turks were hopelessly defeated by the time the Great War ended, and the resulting peace brought with it the loss of huge territories. The real nucleus of the Turkish State, however, is Anatolia or Asia Minor, and it was here that the Turkish Nationalists under Mustapha Kemal, one of the few successful Turkish generals in the Great War—he was largely responsible for the Allies' defeat at Gallipoli—rallied in the most extraordinary fashion and laid the foundations of a new State which aimed at being purely Turkish.

After much fighting the new regime was firmly established, and Mustapha Kemal, now President of the Turkish Republic, signed in 1923 the Treaty of Lausanne which restored to the Turks much more than they could have hoped to retain only a short time before. Although they regained much territory, however, which had been occupied by the Greeks, they were compelled to accept the demilitarization of the Straits.

Thirteen years went by, and there were many changes in the political situation. Turkey had now an assured place amongst the Mediterranean countries, and she was on such good terms with Britain, France and Russia that she felt able to ask that the fortification of the Dardanelles should be made the subject of negotiation. In support of the application the Turkish Government pointed out that in 1923 the general situation of Europe from the political and military point of view was totally different. In 1936 the situation in the Black Sea was reassuring in every respect, but uncertainty had arisen in the Mediterranean, owing largely to Mussolini's strivings in the direction of a new Italian empire. At the same time naval conferences had shown a tendency towards rearmament, and there had been much development of the air arm. In the circumstances, Turkey felt that the present machinery for collective guarantees was too slow in coming into operation—in other words, she would much prefer to be in a position to depend upon her own right arm.

Following the Turkish note a Dardanelles Conference was held at Montreux, and on July 20, 1936, a new Straits Convention was signed. Among the principal clauses of the Convention was one permitting the remilitarization of the Dardanelles, and another providing that in time of war, Turkey not being a belligerent, warships should have complete liberty of passage through the Straits, but only if acting under obligations devolving from the League Covenant or "in the event of assistance being given to a State which is the victim of aggression, in virtue of a mutual assistance pact to which Turkey is a party." Further, in time of war, Turkey being a belligerent, the passage of warships through the Straits would be left entirely to the discretion of the Turkish Government, *i.e.* Turkey might close the Straits.

M. Sarajoglu, the Turkish Foreign Minister, who went to Moscow to discuss the problems of the Black Sea with M. Molotov.
Photo, Wide World

Italy recognized the remilitarization of the Dardanelles, but Germany officially informed Turkey that she objected to that clause which might permit the passage of Soviet battleships from the Black Sea into the Mediterranean.

Joining the Peace Front

Owing to her occupation of the key position between the two seas, Turkey was one of the first Powers approached by Britain and France when, following the collapse of the Munich settlement, they decided to establish a new Peace Front to counter Nazi aggression. On May 12, 1939, Mr. Chamberlain announced that Britain and Turkey had decided to conclude a "definitive long-term agreement of a reciprocal character in the interest of their national security," and in the next month a Franco-Turkish declaration of mutual assistance was signed in Paris.

Now, guaranteed against German aggression, Turkey further consolidated her relations with Soviet Russia, with whom, indeed, she had been on most friendly terms since the establishment of the Turkish republic. In September, 1939, the Turkish Foreign Minister, M. Sarajoglu, proceeded to Moscow to enter into negotiations with M. Molotov concerning the part which Turkey should play in the new state of affairs brought into being by the collapse of Poland.

The Turkish Military Mission to Britain arrived in London on October 3, headed by General Orbay. It was met at Waterloo Station by Field-Marshal Lord Birdwood, who was in command of the British troops fighting the Turks in Gallipoli during the Great War in 1915. The armies learned to have a mutual respect for each other, and there have since been several cordial meetings between those who led them.
Photo, Planet News

They Fight Hitler Inside Germany

For six years and more Hitler and his Nazis have done their best to smash all opposition within the Reich. They have almost succeeded—but not quite, as this brief account of the anti-Nazi underground movement shows.

SINCE Hitler came into power in 1933 Germany has become in very deed a totalitarian State. All opposition to the Nazis has been ruthlessly suppressed. Liberals have felt the iron hand of authority in the same way as Socialists, Communists, and Trade Unionists; Catholic priests have been treated with the same contemptuous firmness as the ministers of the Evangelical Church. The newspapers have been delivered up to the tender mercies of Dr. Goebbels and his henchmen; the wireless is merely the mouthpiece of Nazi officialdom; political parties have been completely banned, and all men of independent mind have been encouraged to keep their thoughts to themselves by such persuasive arguments as social ostracism, the concentration camp, and the rubber truncheons of the Black Guards. Spies are everywhere; indeed, Germany is the modern exemplification of the "police state" in action.

"The Man behind the Boy behind the Gun."
From the "Sydney Daily News"

Some Still Think for Themselves

Yet, in spite of the Gestapo, the concentration camps, and the headsman's axe, there are still men in Germany who dare, not only to think for themselves, but to speak and work against the Nazi regime. Underground resistance to Hitler has been organized amongst the workers in all the big industrial centres of Germany. Sometimes these illegal groups of two or three or half a dozen persons work in isolation; more often they are linked with other groups inspired by the same political creed. In the larger factories there may be three or four of these little "cells," as they are called. Through these "cells" a quantity of illegal literature—and all anti-Nazi literature is illegal—is smuggled in from abroad, or is even actually printed at secret presses in Germany.

Nor is the press the only vehicle of anti-Nazi propaganda. If you purchase a gramophone record in Leipzig you may find that it begins with a Viennese waltz and ends with a series of Socialist slogans. If you passed through the gates of the Olympic Games in Berlin and purchased what looked to be the official Nazi Guidebook you might find that it also contained a vast amount of information about concentration camps, prisons, arrests and executions of the enemies of Nazism. Or, going into a bookshop, you might pick up a booklet on "First Aid in Accidents" which is really an account of the Nazi persecution of the Church, and discover that "How to Play Bridge" is really a lecture on how to carry on anti-Fascist work in Nazi organizations.

The distribution of anti-Nazi propaganda has been greatly facilitated by the black-outs imposed before and during the war. Thousands of anti-Nazi pamphlets have been distributed in the course of one night, and with the dawn the true-blue Nazi policeman is horrified to find that the wall facing him has been scribbled over with such phrases as "Down with Hitler."

The anti-Nazi movement was given a fresh impetus by the establishment of the German Freedom Party, which first sprang into prominence in April 1937, when it circulated a manifesto—a manifesto which was delivered all unwittingly by Nazi postmen. The party claims to represent all classes in Germany, all the former political parties, and the chief religious bodies. The Party's pamphlets have been delivered through the post, popped into the mouths of milk bottles standing on the doorsteps, and placed between the pages of the directories in public telephone call-boxes. It has been claimed that a million copies of one manifesto were distributed in the course of three days. As long ago as October 1937 Hitler did the Party the honour of singling it out for direct attack, declaring that it was "a foreign invention, born from a longing to see a split in our national unity."

A mild caricature of Heinrich Himmler, chief of the Nazi spy system—but even he cannot suppress the underground movement in the Reich.

When war came in 1939, there was no Liebknecht as in 1914 to voice in the Reichstag the opposition of the German masses to an imperialist war, but in his place there came across the air the mysterious voice of the German Freedom Party, broadcasting from some place whose exact situation Herr Himmler would very much like to know. It may be in Luxemburg, or Switzerland, or Hungary; some have said that it is as far away as Moscow; others have hinted that it may be in England. Yet others have declared that the broadcasters are risking death by speaking from some dark wood within the confines of the Reich. On October 15th it was actually stated that they were broadcasting from Cologne.

"Germany Cannot Win!"

"*Achtung! Achtung! heir spricht der Deutsche Freiheitssender!*" "Warning! Warning! The German Freedom Station calling!" No one knows who is the speaker; no one can tell how many in Germany are listening to the message. But that it is to the point and filled with danger to the Nazi regime is very evident.

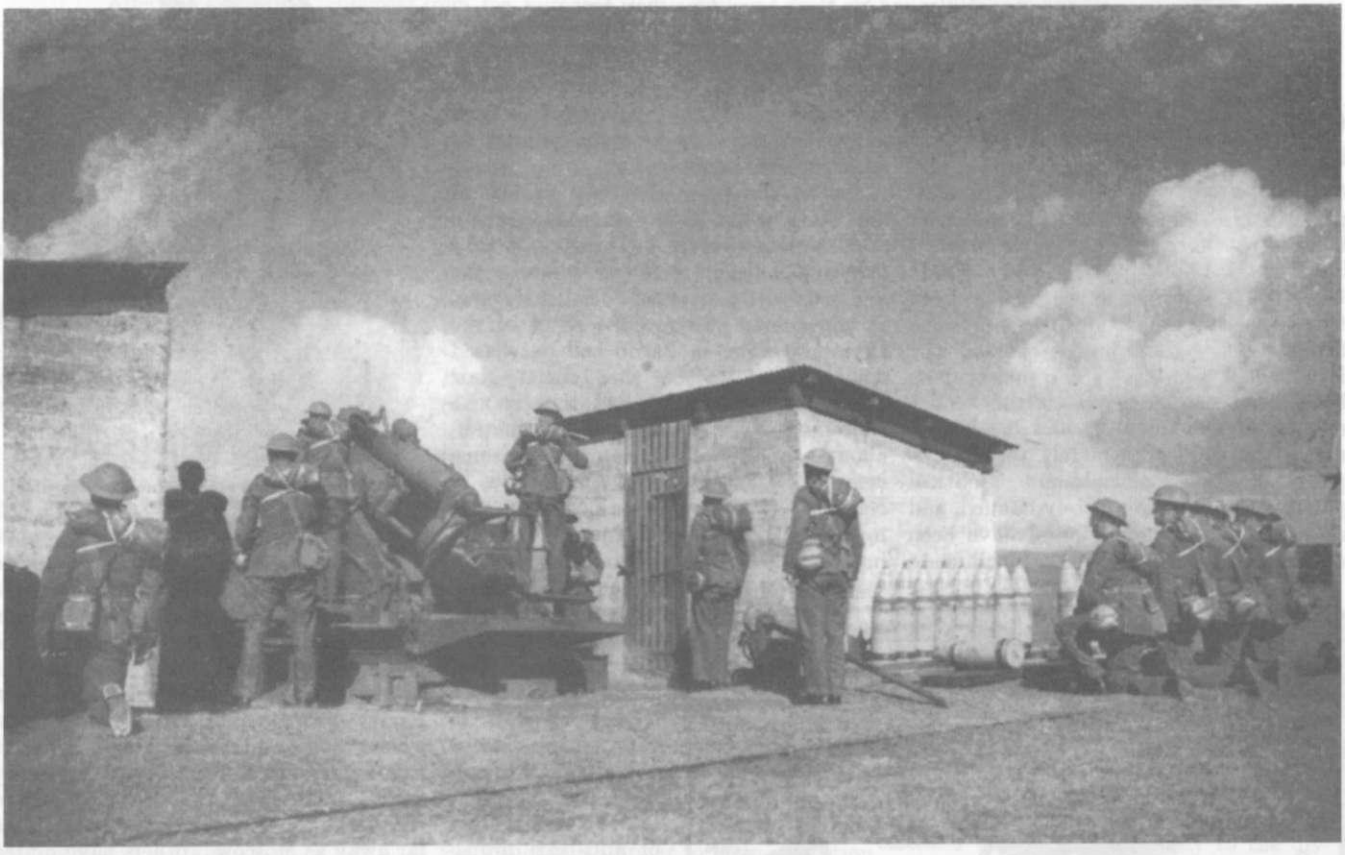
"In September Hitler told the German people there would never be another 1918. Yes, Adolf Hitler, there will never be another 1918. The work will be more thorough this time. German soldiers, make yourselves ready for the hour when you turn your guns round! Women of Germany, do your duty. German youth, become the flame of the revolution which is your honour and your destiny. Close your ranks for peace, freedom and bread."

Another of the broadcasts said:

"The lightning war is a fairy tale. Nazis are preparing for a long war which will mean starvation for German people, death for the flower of our youth, destruction for our towns. The German people has no interest in either a long or a short war. It wants to live in peace. Fall of Hitler and his system is the only way to secure an honourable peace."

Hitler has silenced many voices in his time. But there is one voice that he cannot silence—that voice which through the watches of the night splits the façade of Nazi complacency with the grim warning that "Germany cannot win!"

Practice Makes Perfect with the Big Guns



These photographs show artillerymen being trained for work with the heavy guns. In the top photograph practice is proceeding with a 9.2-in. howitzer, the shells of which are so costly that they are seldom fired in peacetime. Below, the ramrod of another piece of heavy artillery is being thrown to one of the gun crew. Ramrods are used to clean out the barrels of the guns after they have been fired, and that for the 9.2 howitzer can be seen in the top photograph.

Photos, "Daily Mirror" and Fox

Bullets Whistled Past My Parachute

This thrilling account of a three-to-one air fight over the Siegfried Line was told to "Eye-Witness" by a gunner of the R.A.F. who saved himself by parachute when his machine was brought down in flames in No-man's Land.

FROM his bed in an R.A.F. medical receiving station hidden away in the woods "somewhere in France," a little Welsh air-gunner described to me an air battle over the Siegfried Line against heavy odds.

The gunner told of his remarkable escape when, after he had brought down his opponent, his own machine fell in flames.

In spite of severe burns on his face he grinned cheerfully as he took an English cigarette from me.

"We were a handful of British 'planes out on a reconnaissance flight over the Siegfried Line," he said.

"The Germans spotted us almost at once, and their A.A. batteries opened fire; but we went up well above 20,000 feet and continued our work.

"We were three in the 'plane—the pilot, the observer and myself as gunner. It was a wonderfully clear day and we could see for miles.

"Suddenly, from far down below, we saw enemy 'planes swirl up towards us. They were Messerschmitts, three formations of six each.

"We were outnumbered by more than three to one, but we prepared to give battle. The enemy began with their favourite tactics of swooping up at us from underneath, machine-gunning as they came.

"Then one of the 'planes attached itself to the tail of my machine and a terrific duel began.

"I could hear the bullets ripping through the fabric beside me. I looked round and saw the observer in a crumpled heap in his seat. He had been shot through the head.

"The enemy were using incendiary bullets, and suddenly I realized that the machine was on fire and that it was only a question of seconds before the flames reached me.

"Then, just as my clothing began to smoulder, the 'plane behind us swooped up and offered me a lovely target. I gave him all I had, and as the flames blazed into my face I just had time to see him go into a spin and disappear beneath me.

"If I had not been on fire I could easily have shot down two more. It was real bad luck, but my pals accounted for three besides the one I hit.

"Half unconscious, I started to struggle out of my cockpit. I must have pulled the string of my parachute, for I suddenly saw it open and felt myself dragged out of the 'plane.

"I got a nasty blow on the leg from the tail of the machine and then for a moment I suppose I fainted. Next I remember floating down while the battle continued above me.

"I knew it was Germany below me, and I began to calculate whether there was any hope of the wind carrying me over to the French lines. It seemed very doubtful.

"I saw a German aerodrome, but I could not identify it.

"Then, when I had got quite low, I heard firing and realized that bullets were whistling near me. I was above the German lines and they were shooting at me.

It was in such a parachute as this that the "little Welsh air-gunner" who tells his story in this page made his descent to earth. Parachutes, the lifebelts of the airmen, did not form part of the standard equipment in the last war, but they are now carried by every member of the crew of R.A.F. aircraft.

Photo, Keystone

I WAS THERE!

"It was a terrible situation, but I saw that there was just a hope that I might get right past the German lines before I landed. They went on firing at me almost until I was on the ground.

"I released my parachute and started to crawl desperately to a little thicket in the hope of hiding there. There was a wood on one side and flat country on the other, where the Germans had their lines.

"I saw the Germans leave their trenches and come running towards me. I thought I was done for, but suddenly I saw that men were running from the wood as well. I recognized them as French Algerian soldiers.

"Both sides were racing for me. Most of the French began to fire at the advancing Germans, but one man came running straight towards me as hard as he could go. He picked me up, slung me over his shoulder and staggered with me into the woods.

"I was safe, but it was a very near thing. The pilot of my 'plane did not have to jump out until a little later, and he came down safely in French territory."

The little Welshman paused for a moment, then added:

"The observer must have died at once. He was shot right through the head."

The air-gunner is going back to England to get over his burns, but he expects to return to his squadron soon.

He is not deeply impressed by his experience. "It is all in the day's work" were his parting words to me.

We Were Put Ashore by a U-Boat

Here is the story told by the skipper of the Greek steamer "Diamantis" to "The Daily Telegraph" of how, on October 4, 1939, he and his men were landed in Ireland after 34 hours' hospitality in a German submarine.

WATCHED by Civic Guards who were powerless to interfere, a German U-boat appeared within 100 yards of the shore on a lonely part of the Kerry coast, Eire, landed 28 survivors of a Greek steamer which she had sunk. and then made off and submerged.

The incident took place last evening off Ventry, a hamlet overlooking a small bay near Dingle, 31 miles from Tralee.

This is close to the spot where Sir Roger Casement, the Irish rebel, was landed from a German submarine in a collapsible boat in 1916.

The 28 members of the crew of the Greek vessel, the "Diamantis," 4,990 tons, were put off in a collapsible boat belonging to the submarine.

Civic Guards, patrolling the coast, saw the submarine on the surface and hastened to the spot, but they were too late to make any attempt to detain her. While they were still some distance away the submarine stood off and submerged.

After being looked after at Dingle the crew of the "Diamantis," six of whom were suffering from shock, arrived here this evening. They later left for Holyhead.

Capt. Panagos, the master of the Greek steamer, described events to me as follows:

"When we were about 40 miles off Land's End on Tuesday the U-boat came to the surface about 1.30 p.m. The commander hailed us and we stopped. He then told us that he was going to sink the 'Diamantis.' He did not ask for our papers.

"He ordered us to abandon ship, but when he saw that the sea was so rough that our small boats could not possibly live in it he took us aboard the submarine. Four of us were taken across at a time, this necessitating seven trips as there were 28 of us. We were not allowed to take our belongings. When we got aboard the submarine three or four torpedoes were fired at our vessel and she sank in about 20 minutes.

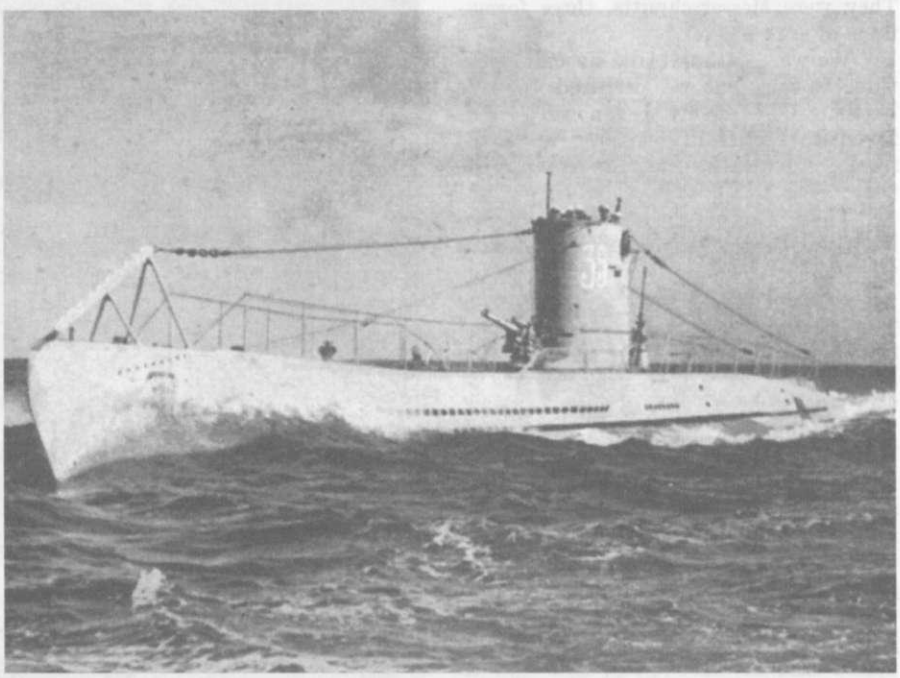
"Many of us were wet to the skin and the submarine's crew dried our clothes and gave us hot food and cigarettes.

"Most of the members of my crew were able to sleep a little although all the time we were wishing that we were out of the submarine. The captain of the submarine spoke English and I was able to talk to him for short periods when he was off duty.

"When we had been on board for about 34 hours we came to the surface off the Irish coast at about 5.30 yesterday evening. A collapsible boat was lowered and again seven trips were made to the shore. The submarine remained about 50 yards off the shore, which appeared to be deserted. Immediately the submarine had taken the boat aboard she submerged and that was the last we saw of her.

"The crew waved good-bye to us. We were taken charge of by local policemen and the local people looked after us very well."

The captain said that the commander of the submarine, who appeared to be about 30, had treated them with the greatest courtesy. The crew of the submarine numbered 34.



The submarine that sank the "Diamantis" and afterwards landed the crew at Dingle, Co. Kerry, is seen above. She is U 35, a sea-going submarine of 500 tons. The crew afterwards proceeded to England, and in the top photograph the master, Captain Panagos, is seen in London with some of the crew.

Photos. Topical

I WAS THERE!

The intensive bombardment of Polish aerodromes, which was one of the Nazis' first acts of aggression against Poland, left the Poles in desperate straits for aircraft as Colonel Nowak describes in this page. Above, a Soviet sentry stands guard over a Polish aeroplane that had crashed in the aerodrome of Vilna after it had been seized by the Russians.
Photo, Planet News

We Flew From Warsaw in Makeshift 'Planes

By putting together the 1,000 parts of a dismantled Polish airplane and searching Warsaw for odd spare parts for other antiquated aircraft, Colonel Nowak, chief of the capital's air defence force, and nine other pilots escaped from the Germans, as told in an interview with a British United Press correspondent.

In an interview Colonel Nowak said they were told by the Commander of the Defences, General Rummel, to try to get out of Warsaw. They escaped two days before the city capitulated.

"With all our aircraft destroyed and munitions running low, it became increasingly clear that Warsaw's surrender was near. General Rummel wished to save the remaining Polish pilots, including myself.

"We searched all the half-burned hangars and aviation schools and clubs for spare parts. In six days we rebuilt six makeshift aircraft—three single-seater sports 'planes, one old reconnaissance 'plane and two gliders. I was to use the reconnaissance craft—an old type.

"It had been dismantled into 1,000 parts for demonstration purposes three years ago in a flying school.

"When the airplanes were finished we had to look round for airfields. The Okecie military field was occupied by the Germans, and bitter fighting was going on at Mokotov airport, a small civil centre.

"We decided to leave on the night of September 26—the day before the Nazis claimed the surrender of the capital.

"Our infantry were ordered to clear part of the Mokotov field. Charging with bayonets and hand grenades, they drove the enemy back.

"With the other flyers I rolled the airplanes from the hangars. We started the motors. Their noise was drowned by machine-gun and artillery fire.

"As we circled Warsaw at 9,000 feet we saw the burning capital for the last time. Then we headed for freedom.

"Now I have enlisted in the Polish army on the Western front."

Miss Nancy Martindale, the English girl who was in Warsaw during the Nazi air raids.
Photo, Evening Standard

The Nazi 'Planes were Joy-Riding

Escaping from bombarded Warsaw the writer of the following personal story suffered many dangers before reaching safety. Her account of the bombing of the defenceless population of Lwow, told to "The Evening Standard" in London, makes pitiful reading.

How she escaped from Poland, dodging Nazi bombers, a week after the war began, was described to me in London by Miss Nancy Martindale, of Queen's Gate, Kensington.

She was in Warsaw five days after the Germans invaded Poland, and was ordered to leave. Before she did so the city was bombed four times a day.

"I was only allowed to take one small suitcase with me, because there was so little room in the two cars we managed to get," she said.

"I think we must have got the last two in Warsaw. It was pathetic to see the groups of women and children standing round the cars as we packed them. Many people were unable to obtain conveyances, but the roads were packed with old cars, bicycles, hand carts, horse carts, as well as by pedestrians leaving the city.

"We had to drive furiously the whole time, otherwise we should not have been able to cross the bridges before the Germans blew them up. We had very little food, and hardly any sleep.

I WAS THERE!

"One night we slept on the floor of a village butcher's parlour. We had to start driving at four in the morning, because the raiders came over every day between 6 and 7 a.m., and we wanted to travel as many miles as possible first.

"To make matters more uncomfortable, water was terribly scarce—and non-existent for washing—and the roads were unbelievably dusty.

"Our cars got separated soon after we left Lublin, and the car I was driving ran out of petrol.

"It was impossible to buy fuel anywhere. People were offering practically all their possessions just for one gallon.

"Finally I went to a Polish colonel in the town we had reached, and he drained the tank of his own car so that we could go on. He said that no Polish man, woman or child could do enough for the English.

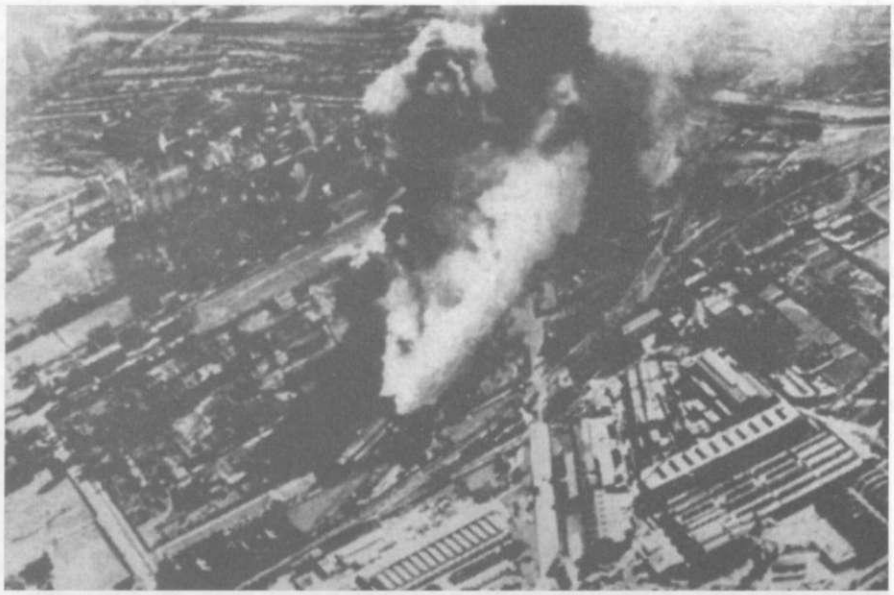
"At Lwow the situation was incredible. The German 'planes seemed to be joy-riding over the city. They had air raids there for five hours a day. There were no anti-aircraft guns, and no Polish aircraft at that spot to go up after the raiders.

"After three days, in which the Germans destroyed the waterworks, the station, and any factories they could see, they flew low over the houses and bombed the population indiscriminately.

"When the Germans were taken prisoners they refused to be treated at the hospitals. They insulted the doctors and tore off their bandages, saying that they would rather die for the Fatherland than be touched by a Pole."

Miss Martindale paid a tribute to the Poles. "It is hard to describe what a wonderful and courageous people they are," she said.

"While there is a mother left in Poland, the spirit of Poland is there."



This aerial photograph of Warsaw was taken during one of the raids by Nazi bombers that Miss Martindale describes. The total casualties were terribly heavy, and by the time the city had surrendered, 20,000 civilians and 16,000 soldiers had been wounded.

Photo, Fox

I Saw a Bomber Attack a U-Boat

From a passenger on the U.S. steamer "American Farmer" comes this vivid story of the air-bombing of the German submarine which sank the Newcastle steamer "Kafiristan."

MR. ARMISTEAD LEE, of Chatham, Virginia, said when they sighted the lifeboats belonging to the "Kafiristan" they also saw a British bomber that appeared "from nowhere as if by magic."

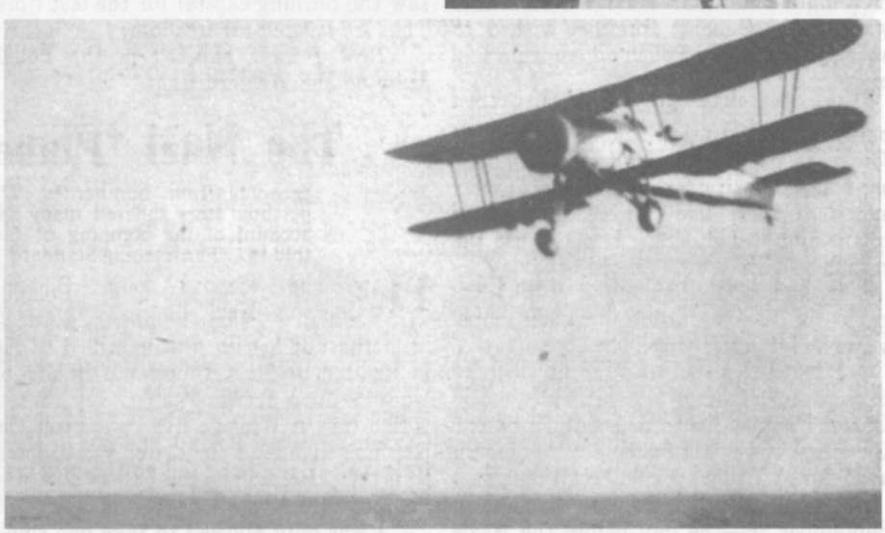
"The bomber," he declared, "swooped on the submarine and apparently destroyed it with a bomb. There were nine men on the deck of the submarine, but no one appeared to see the bomber coming.

"It sprayed the deck with machine-gun fire and the crews rushed to the conning-tower hatch. The submarine submerged so fast that some of those who were watching aboard the "American Farmer" thought that the hatch was not even fastened down.

"The 'plane circled and dropped a bomb. Then it circled again, dived within 15 feet of the water and dropped another bomb. We saw the submarine's bow lift. Then it slid backwards into the water.

"The bomber flew over us, and one of the fliers waved triumphantly and pointed down as if signalling that the submarine was destroyed."

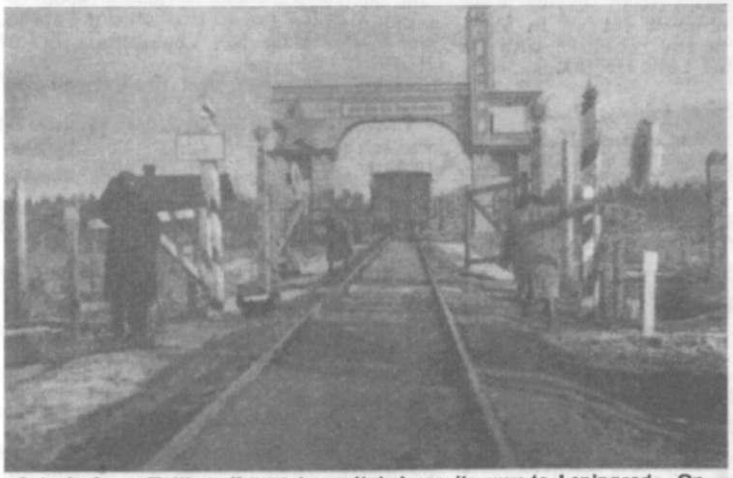
Capt. John Busby, master of the "Kafiristan," said the submarine fired a warning shot. Six out of 34 of his crew were drowned in launching the first lifeboat while the "Kafiristan" was still moving.



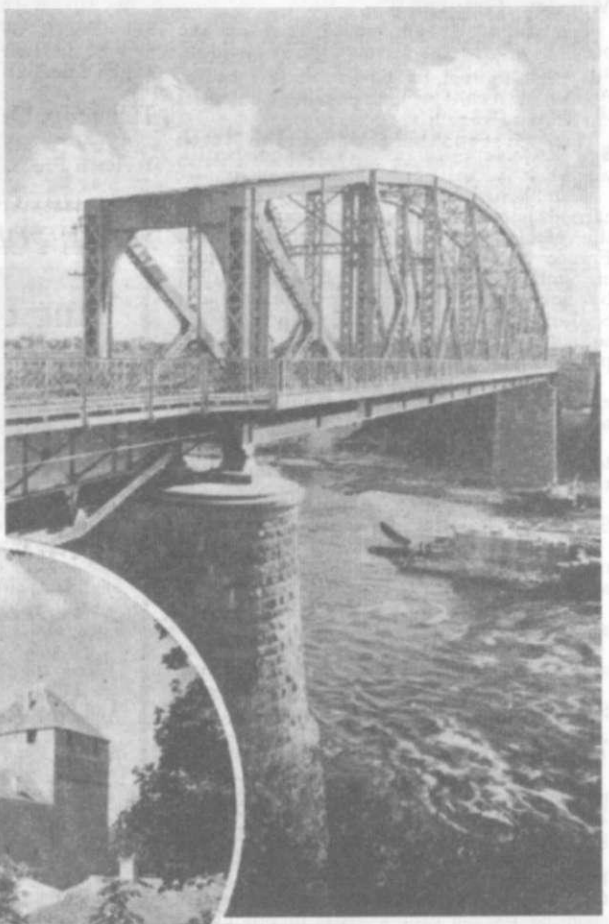
The bomber that appeared after the "Kafiristan" had been torpedoed and took the crew of the U-boat quite unawares is seen immediately above, photographed from the U.S. liner "American Farmer," which rescued the "Kafiristan's" survivors. Above, Capt. H. A. Pedersen, of the "American Farmer," is greeting Capt. John Busby, of the "Kafiristan."

Photos, Planet News and Wide World

Russia's New Footholds in the Baltic

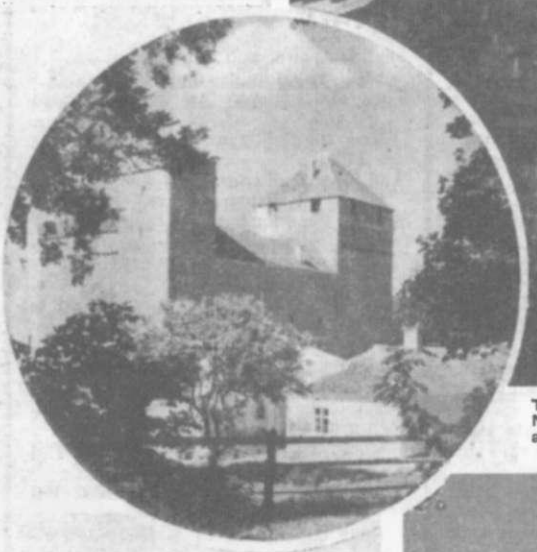


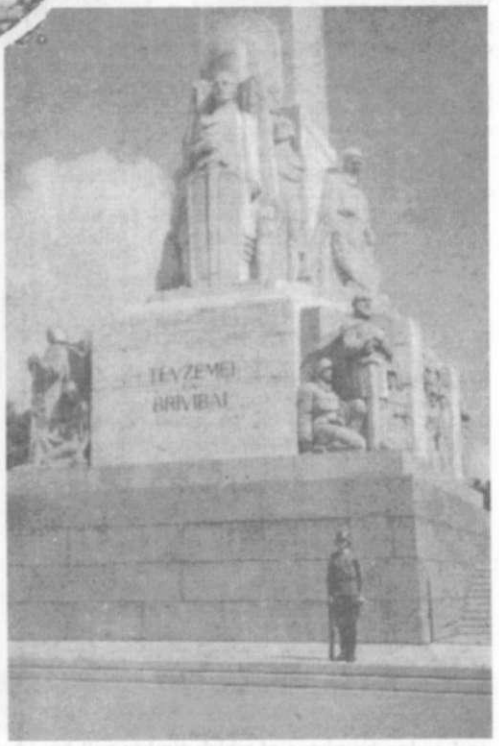
A train from Tallinn, Estonia's capital, is on its way to Leningrad. On the frontier archway beneath which it is passing is the Soviet slogan "Workers of the World Unite."



This railway bridge crosses the river Narva, the frontier between Estonia and Russia from the Gulf of Finland to Lake Peipus.

FOLLOWING the collapse of the Tsar's empire in 1917 Russia ceased to be a Baltic power. In 1939, however, there was a great change. Hardly had half Poland been occupied by Soviet armies when Moscow made peremptory demands on all the States which shut in Russia from the Baltic. Estonia, Latvia, and Lithuania were not slow to comply with her demands, among which was the grant of the use of several ports as air and naval bases for the Soviet's forces. Only Finland put up some show of resistance when demands for similar concessions were addressed to her from Moscow, and a delegation, lead by Dr. Paasikivi, was sent to discuss terms with Stalin and Molotov at Moscow.





Centre, is the castle of the important military base at Arensburg (or Kuresaar), on the Estonian island of Oesel (or Saaremaa), to which the U.S.S.R. was allowed by the pact of September 28 to send a large garrison. The city of Kaunas (Kovno), left, was the capital of Lithuania, while Vilna, the old capital, was included in Poland. "To fatherland and freedom" are the words inscribed on the granite base of the Statue of Liberty at Riga, seen right.

Photos, Derek Wordley, Central Press and Nick Baumann

OUR DIARY OF THE WAR

Monday, October 9

The Admiralty announced that on the previous afternoon a German naval squadron had been sighted by patrol aircraft south-west of Norway. Owing to oncoming darkness the enemy escaped.

There were **repeated actions in the North Sea** between German aircraft and British warships. No British ship was damaged.

Four British aeroplanes, flying in pairs, carried out daylight reconnaissance flights the whole way along the frontier from France to the North Sea. The first pair encountered bad weather and were assailed by anti-aircraft fire from Coblenz and Sietburg, but returned home in safety. The second pair were able to take valuable photographs.

Paris reported enemy patrol activity on either side of the valley of the Lower Nied and to the south of Saarbruecken.

For the first time, Germans made use of loudspeakers to put across propaganda from their front lines.

Dr. Juho Paasikivi, Finnish Minister in Stockholm, left Helsinki for Moscow.

Sweden decreed that men who would normally leave the army next Sunday should remain with the colours.

Count Wailaw-Grzybowski, Polish Ambassador to Moscow, and his staff left Moscow.

Soviet troops who are to occupy naval and air bases began **marching into Estonia.**

First contingent of the re-formed Czecho-Slovak army left Paris for the Western Front.

Tuesday, October 10

M. Daladier replied to Hitler's "peace" proposals in a broadcast, and stated that France would continue to fight for a definite guarantee of security in Europe.

The **work of the R.A.F.** was reviewed by Sir Kingsley Wood in the House of Commons. He announced that there would soon be 100 per cent increase in production of 'planes.

London Gazette announced that two R.A.F. officers who took part in the raid on Wilhelmshaven on September 4 had been awarded the D.F.C. These were the first decorations to be made in the present war.

Paris reported very great activity on the part of enemy reconnaissance units between the Moselle and the Saar. There was also artillery activity on both sides.

Estonian Government resigned. M. Uluots was appointed Premier, and M. Piip Foreign Secretary in the new Government.

The partial evacuation of certain towns in Finland, including Helsinki and Viborg, was begun.

Hitler opened the Winter Relief Fund campaign in Berlin.

Swedish steamer "Vistula" was reported to have been sunk by a U-boat.

Wednesday, October 11

Mr. Hore-Belisha, Secretary for War, made a statement in the House of Commons on the work of the British Army in France.

Paris reported heavier Nazi attacks on French outposts. Artillery duels of extreme violence continued.

Soviet-Lithuanian pact signed in Moscow. Vilna was restored to Lithuania in exchange for the right to establish Soviet garrisons at any point on Lithuanian soil

M. Paasikivi, Finnish envoy, arrived in Moscow.

In all big towns in Finland machine-guns and anti-aircraft guns were being mounted. Voluntary evacuation continued.

A commercial agreement between the British and Soviet Governments was signed in London by virtue of which timber will be imported in exchange for rubber and Cornish tin.

Evacuation of Germans from the Baltic States in progress.

M. August Zaleski, Foreign Minister in the new Polish Government set up in Paris, arrived in London and consulted with the Prime Minister and Lord Halifax.

Thursday, October 12

Sharp fighting was reported from the Western Front.

THE POETS & THE WAR

IV

THE CROOKÈD CROSS

By Gilbert Frankau

This is the time of our testing;
Now, while his words still run
Hither and thither, unresting:
"Grant but my victory won,
Grant but my new battle-stations—
These lands where I ravaged and slew—
And I will grant peace to all nations."
Shall the Crookèd Cross conquer the True?

Shall we palter and falter, forgiving
Each wrong he has done to mankind?
Then, indeed, were we soft with good living,
Then, indeed, were we blind, and purblind,
And false to all troths that we plighted—
Our old dead betrayed with our new—
And all hope for humanity blighted.
Shall the Crookèd Cross wave o'er the True?

Must the nations whose watchword is Freedom
Give ear to the cunning of Force,
While the jackboot still tramples o'er Edom,
While the Shape on the Skeleton Horse
Still grins at the work of its master—
These corpses the bombs rent and blew?
What were peace, in such case, but disaster?
Shall the Crookèd Cross haul down the True?

The Daily Mail.

Finnish-Soviet talks opened in Moscow. The American Ambassador in Moscow, Mr. Steinhardt, expressed to M. Molotov the hope that ample time would be given for these discussions.

That it would be **impossible for Great Britain to accept Hitler's proposals,** since aggression cannot be the basis of peace, and no reliance could be placed upon the promises of the present German Government, was declared by Mr. Chamberlain in the House of Commons.

It was announced that the German liner "Cap Norte" had been captured.

Government Bill to check war profiteering was introduced.

Friday, October 13

King of Sweden invited the Danish and Norwegian sovereigns and the President of Finland to a conference in Stockholm.

Three German submarines sunk by British Navy; two were of the large ocean-going type.

Paris stated that German raiding and patrol activities had diminished.

British steamer "Heronspool" sunk by U-boat.

Sir John Gilmour appointed Minister of Shipping.

Ministry of Supply announced that three more munition factories were to be built with speed.

Saturday, October 14

Finnish delegation left Moscow to report to the Government in Helsinki.

Admiralty announced that **H.M.S. "Royal Oak"** had been sunk, presumably by a U-boat.

Two French steamers, "Louisiane" and "Bretagne," and one British, "Lochavon," sunk by enemy submarines.

Signor Bastianini, new Italian Ambassador, arrived in London.

Sunday, October 15

Paris reported that French reconnaissance units were active on the whole front. There was some reciprocal activity west of Saarlouis.

The French Command also stated that there were indications that strong concentrations of German forces were massing behind the lines.

The Admiralty issued lists of 414 survivors of H.M.S. "Royal Oak."

German-Estonian agreement for **transfer of German minority** in Estonia was signed at Tallinn.

Polish Minister in Kaunas protested to the Lithuanian Government against the incorporation of Vilna in Lithuania, on the grounds that Russia had no right to dispose of this territory.

It was reported that typhoid and cholera had broken out in Warsaw.

The first exchanges took place of British consular officials detained in Germany against German officials still in Britain.

It Is Said That . .

Unsatisfactory work in Germany is punished as sabotage.

In France dogs are being recruited for war service, chiefly for transmission of messages.

A Polish banker, anxious to leave Warsaw, paid £2,300 for 12 gallons of petrol.

"Knightly German U-boat Commanders Cleanse the Seas of Pirates."
(*Illustrierter Beobachter.*)

German aristocrats, monarchists and other possible enemies of Nazi regime are placed in front line.

Of four deaths in action recorded in a German paper, three were of sons of noble families.

Child labour is largely employed on German farms. The average age on one farm was 12. (*German Broadcast.*)

German spies in Swedish and Norwegian ports transmit details of sailings to U-boat commanders.

A French scientist has invented gas masks for horses.

Marseilles police closed eight shops for a month for profiteering.

Many Germans now have a second (and secret) radio set for foreign reception.

The Gestapo has ordered the withdrawal from public libraries of all books on the French Foreign Legion.

It is estimated that there are no fewer than 2,250,000 Jews in the territory annexed from Poland by the Reich.

German broadcaster defined announcement of R.A.F. 'planes over Berlin as only "a dream."

A permanent Nazi garrison of 90,000 men has been established in formel Czecho-Slovakia.

Nazi broadcaster suggested that German housewives should brew tea from blackberry leaves.